




Rosinenbomber



Wondershare PDFelement




HK
G
AG111
IWM


Wondershare
PDFelement


USAF
AFRC
8157
U.S.AIR FORCE
8157
403 WG


U.S.AIR FORCE
USAF
AFRC
AF
OS 8157

AFRC
8157
U.S.AIR FORCE
USAF


U.S. AIR FORCE
USAF
AF



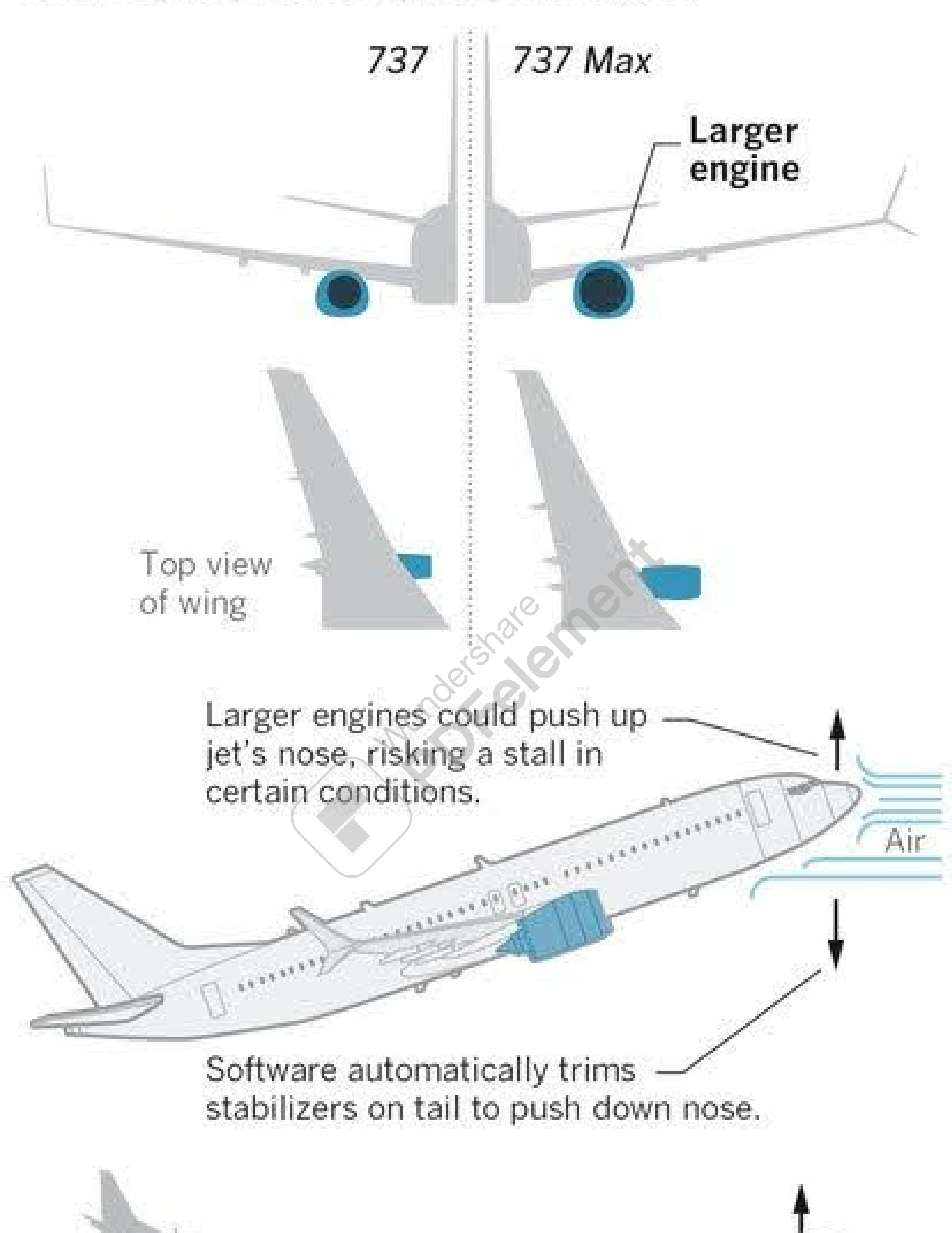

Wondershare
PDFelement


D-AQU
UFTHANSA
© KNIGHT FLIGHT VIDEO


C-FZKS

Possible issues with 737 upg

Boeing adopted larger, more fuel-efficient engines that were mounted farther forward and higher.



But erroneous sensor data could push nose down at wrong time.

Pilots try to pull up, but software keeps pushing nose down.

Sources: Boeing, Times reporting

Los Angeles Times


N4247U
THALES

Patented Aug. 27, 1946 2,406,506

UNITED STATES PATENT OFFICE

ALL-WING AIRPLANE

John K. Northrop, Los Angeles, Calif., assignor to Northrop Aircraft, Inc., Hawthorne, Calif., a corporation of California

FIG. 1

FIG. 2

FIG. 3a

FIG. 4

JOHN K. NORTHROP
INVENTOR.

BY Lippincott & Metcalf
ATTORNEYS.



8-T-3




Fire Boss



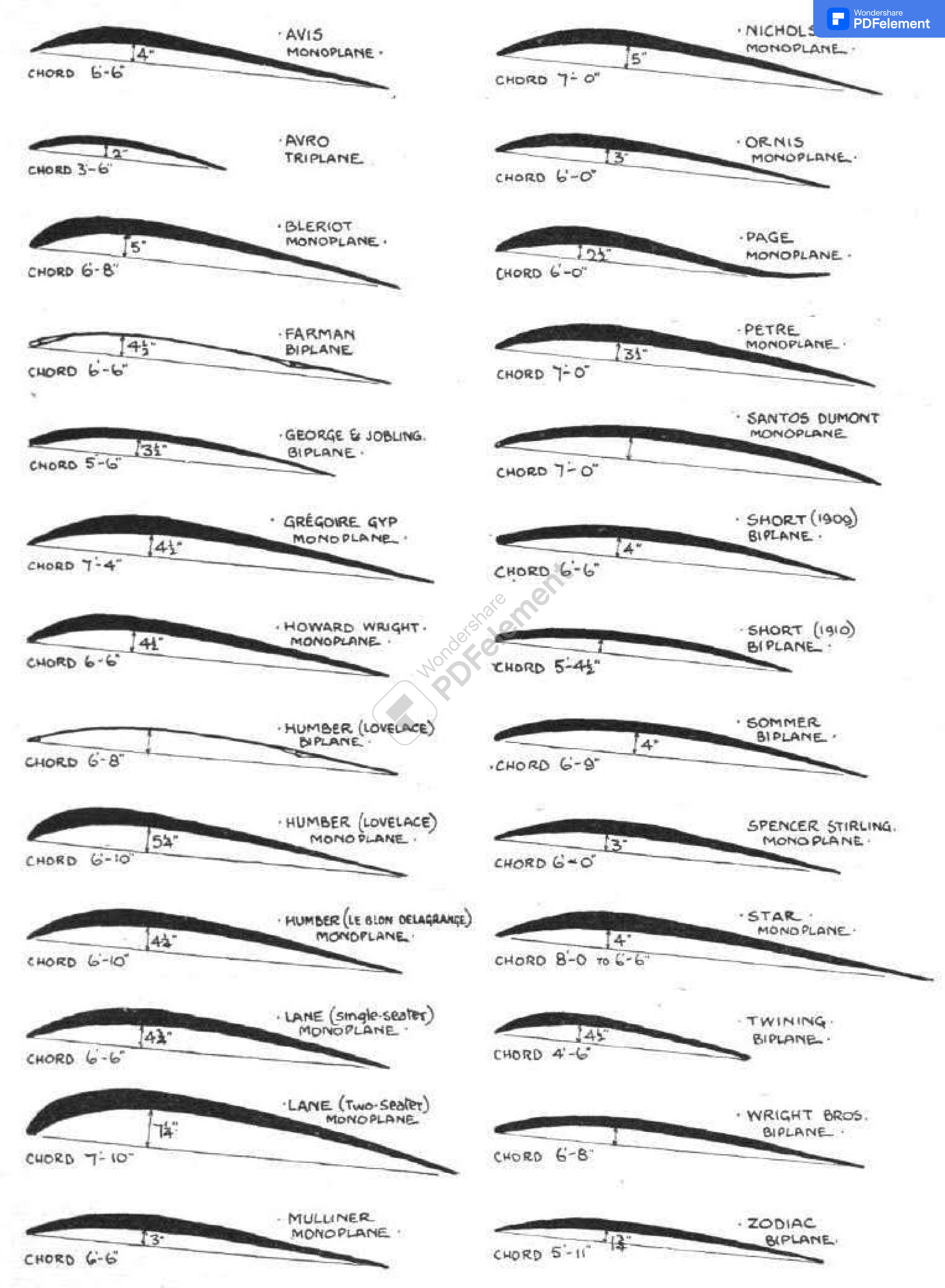


A la izq. Shirley Kingsley abordando el Viking para el primer vuelo comercial el 2 de Enero de 1924. Imagen publicada el 12 de Enero, por "El Gráfico" que reportaba el hecho como… "El elegante, comodísimo y seguro transporte aéreo ".

Vickers Type 73 Viking IV (msn 20)
Compañia Rioplatense de Aviacion también River Plate Aviation Company. Buenos Aires, Enero 1924.
Aeronave incorporada en Octubre de 1925 por el Servicio de Aviación Naval con matrícula R-8.
Bautizado "Marinero Herrero" en homenaje al Marinero Primero Aeronautico Carlos Herrero, que perdió la vida en un accidente a bordo de un Avro 552 el 12 de Agosto de 1925, junto al Mecánico Maquinista de 2° Pablo Scaffino.

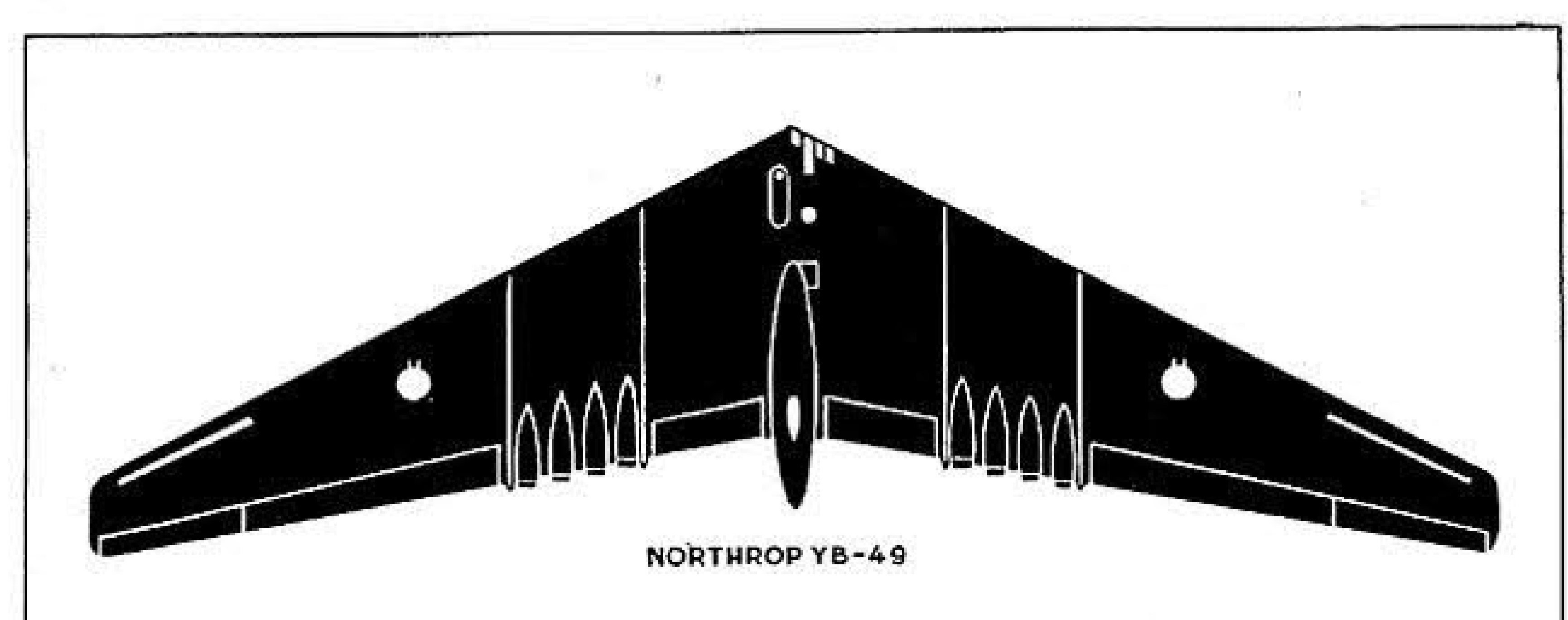



XP47N
227387



AVIS MONOPLANE
4"
CHORD 6-6"
AVRO TRIPLANE
2"
CHORD 3-6"
BLERIOT MONOPLANE
5"
CHORD 6-8"
FARMAN BIPLANE
4½"
CHORD 6-6"
GEORGE & JOBLING. BIPLANE
3½"
CHORD 5-6"
GRÉGOIRE GYP MONOPLANE
4½"
CHORD 7-4"
HOWARD WRIGHT. MONOPLANE
4½"
CHORD 6-6"
HUMBER (LOVELACE) BIPLANE
CHORD 6-8"
HUMBER (LOVELACE) MONOPLANE
5¼"
CHORD 6-10"
HUMBER (LE BLON DELAGRANGE) MONOPLANE
4½"
CHORD 6-10"
LANE (single-seater) MONOPLANE
4¾"
CHORD 6-6"
LANE (Two-Seater) MONOPLANE
7¼"
CHORD 7-10"
MULLINER MONOPLANE
3"
CHORD 6-6"
NICHOLS MONOPLANE
5"
CHORD 7-0"
ORNIS MONOPLANE
3"
CHORD 6-0"
PAGE MONOPLANE
2½"
CHORD 6-0"
PETRE MONOPLANE
3½"
CHORD 7-0"
SANTOS DUMONT MONOPLANE
CHORD 7-0"
SHORT (1909) BIPLANE
4"
CHORD 6-6"
SHORT (1910) BIPLANE
CHORD 5-4½"
SOMMER BIPLANE
4"
CHORD 6-9"
SPENCER STIRLING. MONOPLANE
3"
CHORD 6-0"
STAR MONOPLANE
4"
CHORD 8-0 TO 6-6"
TWINING BIPLANE
4½"
CHORD 4-6"
WRIGHT BROS. BIPLANE
CHORD 6-8"
ZODIAC BIPLANE
1¾"
CHORD 5-11"





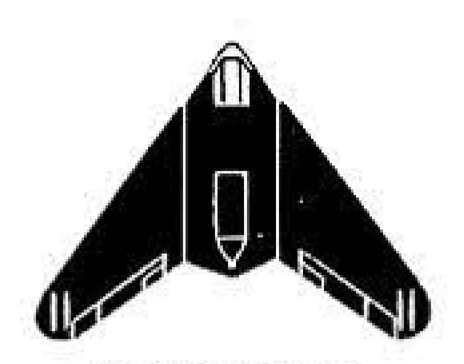


















FIG. 6. — QUELQUES TYPES D'AVIONS A AILE EN FLÈCHE






S7
EN

Junkers Ju 87 G-2 von Oberst Hans Ulrich Rudel




Photo © 2000 Scott (Inuvik Dude) McTavish



Concept VTOL / Blended Wing Body




B
Bones
DANGER









Vought OS2U Kingfisher





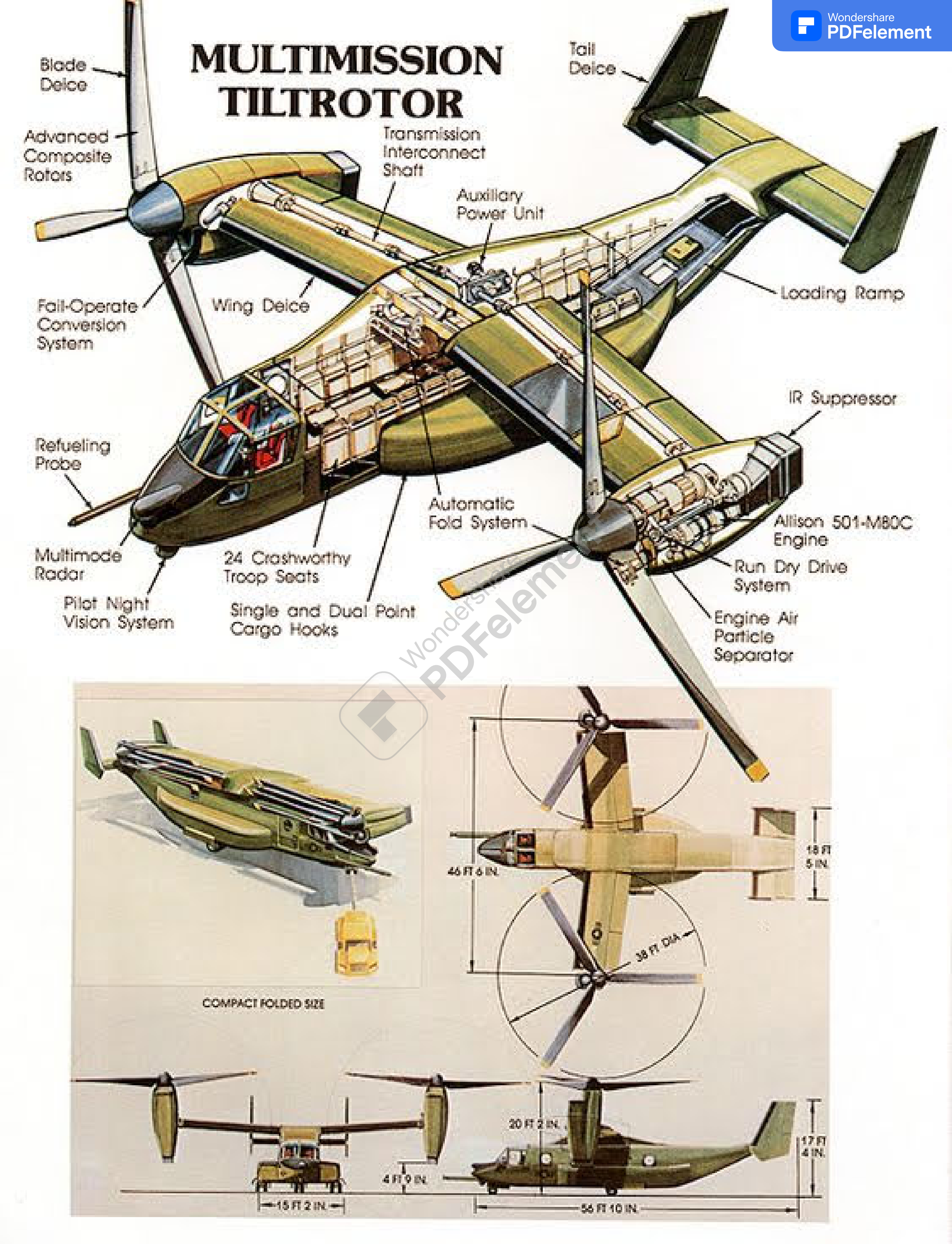

PLAIN
SLOTTED
SPLIT
ZAP
FOWLER
DOUBLE SLOTTED
DOUBLE SLOTTED FLAP AND LEADING EDGE SLAT

Flaps


Wondershare
PDFelement






MULTIMISSION TILTROTOR
Blade Deice
Advanced Composite Rotors
Transmission Interconnect Shaft
Tail Deice
Auxiliary Power Unit
Loading Ramp
Fail-Operate Conversion System
Wing Deice
IR Suppressor
Refueling Probe
Automatic Fold System
Allison 501-M80C Engine
Multimode Radar
24 Crashworthy Troop Seats
Run Dry Drive System
Pilot Night Vision System
Single and Dual Point Cargo Hooks
Engine Air Particle Separator
46 FT 6 IN.
18 FT 5 IN.
38 FT DIA.
COMPACT FOLDED SIZE
20 FT 2 IN.
17 FT 4 IN.
4 FT 9 IN.
15 FT 2 IN.
56 FT 10 IN.



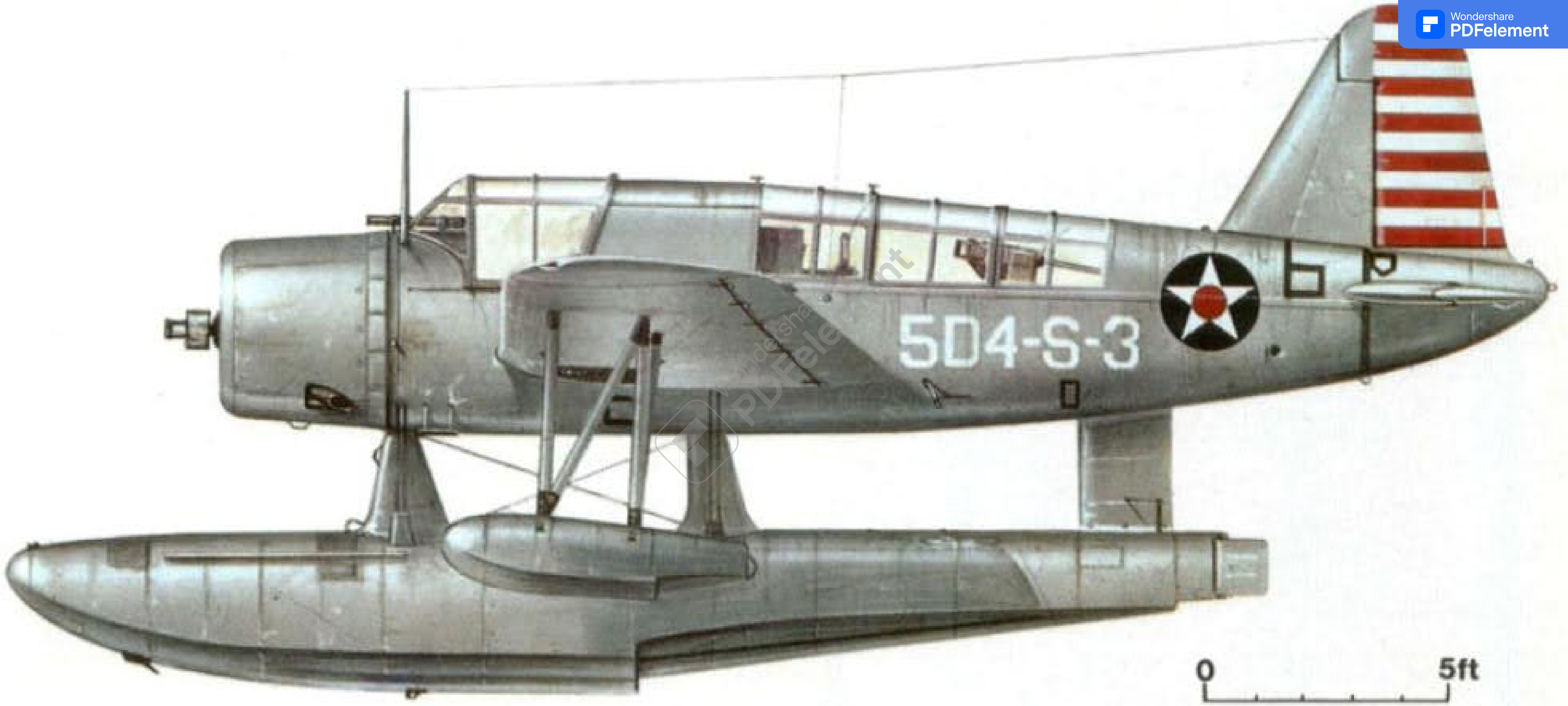


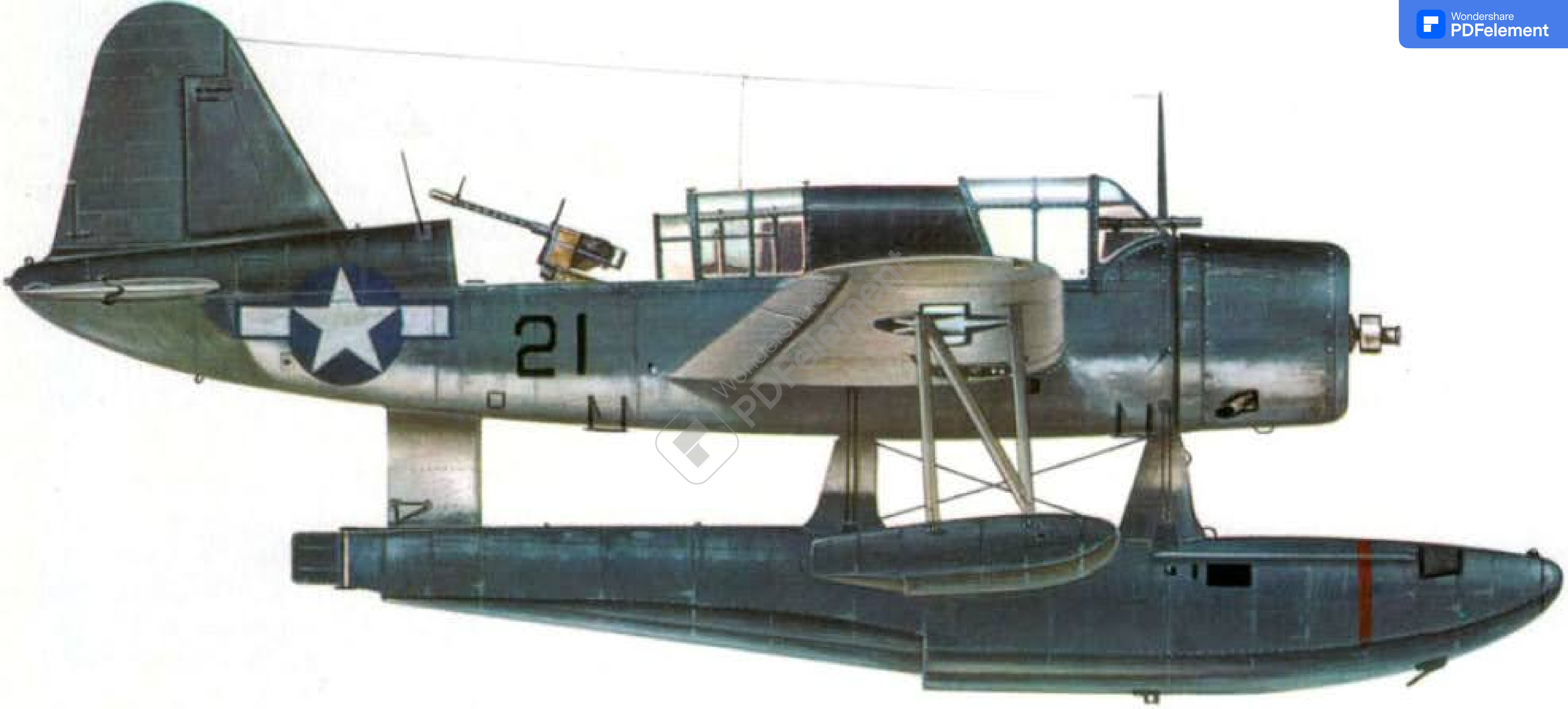

23-11-15
WACKY RACES
3
PROFESSOR PAT PENDING IN THE CONVERT-O-CAR



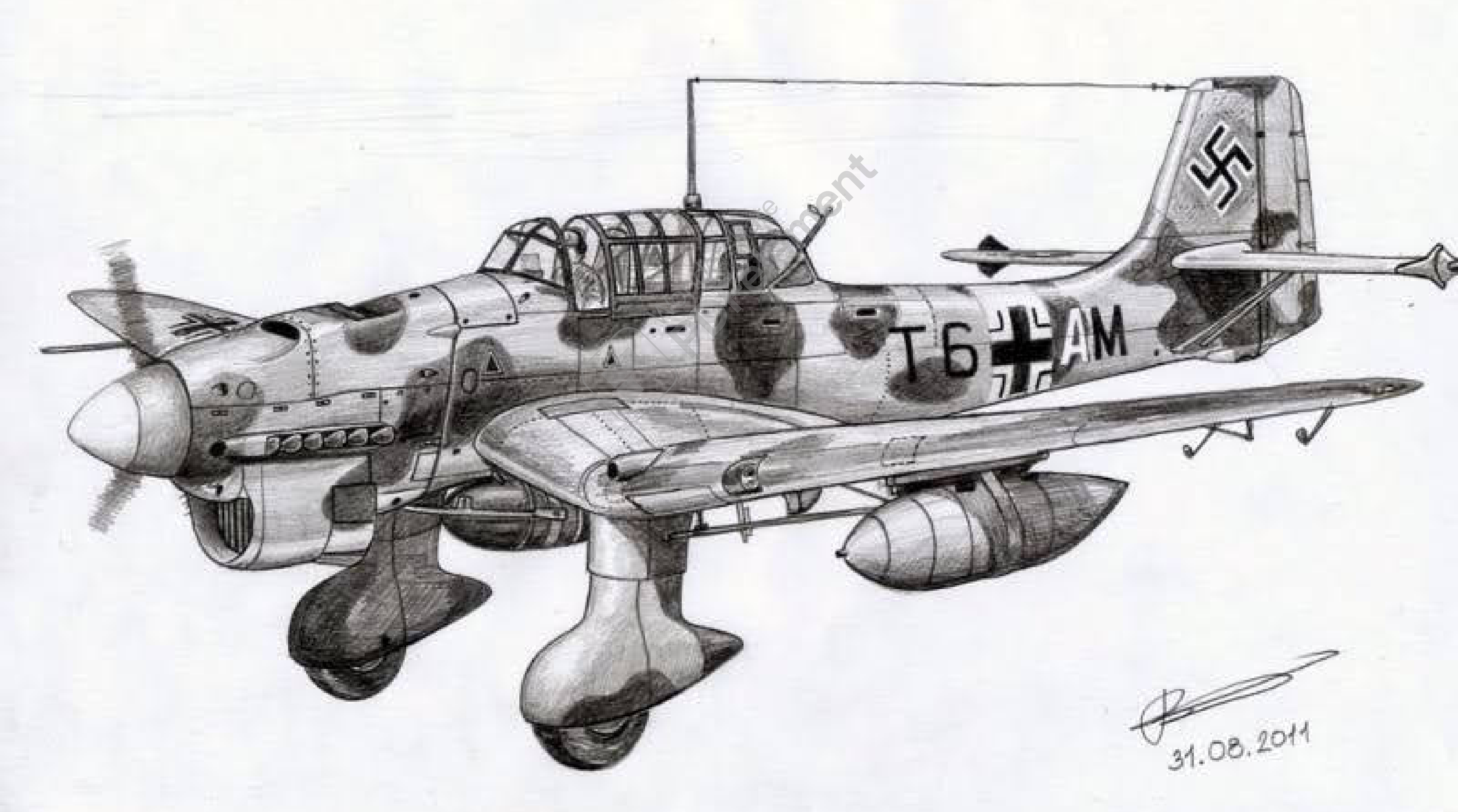





5O4-S-3
6
0
5ft


21


The Society for Scale Modellers
DISPLAY
SSM
BY

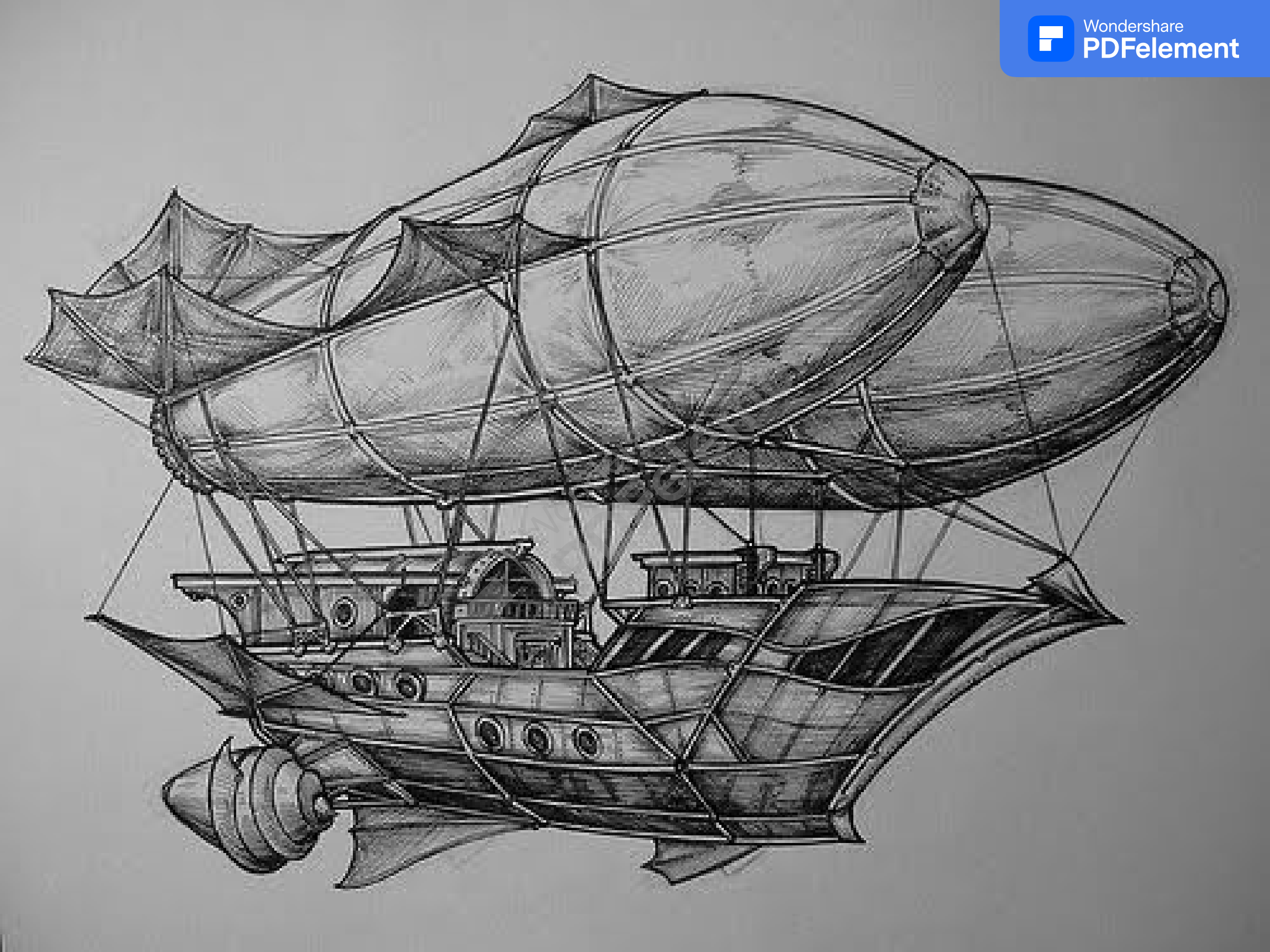

T6
AM
31.08.2011





Sergeant Maynard Smith: over the English Channel, May 1, 1943


SK • M






718
VH-AWU
718






FlyGirls Pin-Ups




YAMATO2202 additional colorling plan Cosmo seagull-MARINE
BY Makoto kobayashi 2016
ここに示した以外の
各種コーションデータ、
航法灯は
ヤマト搭載機に準じる
MARINE
機体番号は011から019
シリアルコードは頭にZZZ-をつける
機体番号
014 2356789
MARINE
ZZZ-014
シリアルコード
014
ZZZ-014
機体番号
シリアルコード














UIS CARABOTT.
2009/04/16


А.Жирнов

JMR MPS Attack Operational Suitability

Weapons Bay Doors close to keep debris out of cabin

Same frontal profile has nearly same drag with comparable speed and range as utility version

Internal weapons arrangement

30 mm gun has full 360 degrees coverage

Deployed weapons retain low drag profile

Over 90% Commonality with Utility Variant

AVX AIRCRAFT COMPANY

22,01,2011г






SUB POD ATLANTIS
ARMAMENTS:
8 MINI TORPEDOS
2 HARPOONS
BATTERY TIME : APPROX 40 MIN.
CREW : 2

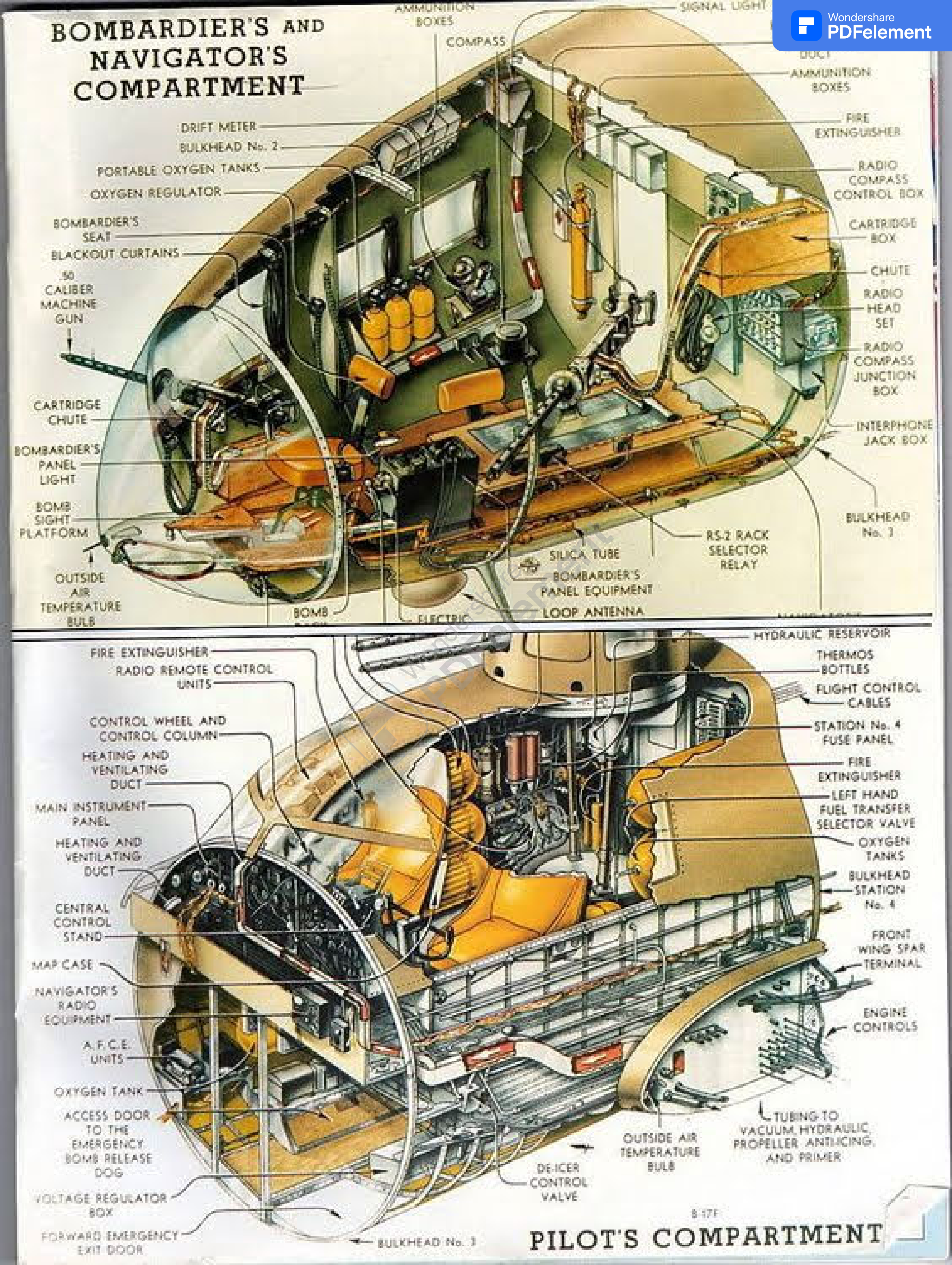






N61848

AC


BOMBARDIER'S AND NAVIGATOR'S COMPARTMENT
AMMUNITION BOXES
COMPASS
SIGNAL LIGHT
DUCT
AMMUNITION BOXES
FIRE EXTINGUISHER
RADIO COMPASS CONTROL BOX
CARTRIDGE BOX
CHUTE
RADIO HEAD SET
RADIO COMPASS JUNCTION BOX
INTERPHONE JACK BOX
BULKHEAD No. 3
RS-2 RACK SELECTOR RELAY
SILICA TUBE
BOMBARDIER'S PANEL EQUIPMENT
LOOP ANTENNA
DRIFT METER
BULKHEAD No. 2
PORTABLE OXYGEN TANKS
OXYGEN REGULATOR
BOMBARDIER'S SEAT
BLACKOUT CURTAINS
.50 CALIBER MACHINE GUN
CARTRIDGE CHUTE
BOMBARDIER'S PANEL LIGHT
BOMB SIGHT PLATFORM
OUTSIDE AIR TEMPERATURE BULB
BOMB
FIRE EXTINGUISHER
RADIO REMOTE CONTROL UNITS
CONTROL WHEEL AND CONTROL COLUMN
HEATING AND VENTILATING DUCT
MAIN INSTRUMENT PANEL
HEATING AND VENTILATING DUCT
CENTRAL CONTROL STAND
MAP CASE
NAVIGATOR'S RADIO EQUIPMENT
A.F.C.E. UNITS
OXYGEN TANK
ACCESS DOOR TO THE EMERGENCY BOMB RELEASE DOG
VOLTAGE REGULATOR BOX
FORWARD EMERGENCY EXIT DOOR
BULKHEAD No. 3
HYDRAULIC RESERVOIR
THERMOS BOTTLES
FLIGHT CONTROL CABLES
STATION No. 4 FUSE PANEL
FIRE EXTINGUISHER
LEFT HAND FUEL TRANSFER SELECTOR VALVE
OXYGEN TANKS
BULKHEAD STATION No. 4
FRONT WING SPAR TERMINAL
ENGINE CONTROLS
TUBING TO VACUUM, HYDRAULIC, PROPELLER ANTI-ICING, AND PRIMER
OUTSIDE AIR TEMPERATURE BULB
DE-ICER CONTROL VALVE
B-17F
PILOT'S COMPARTMENT







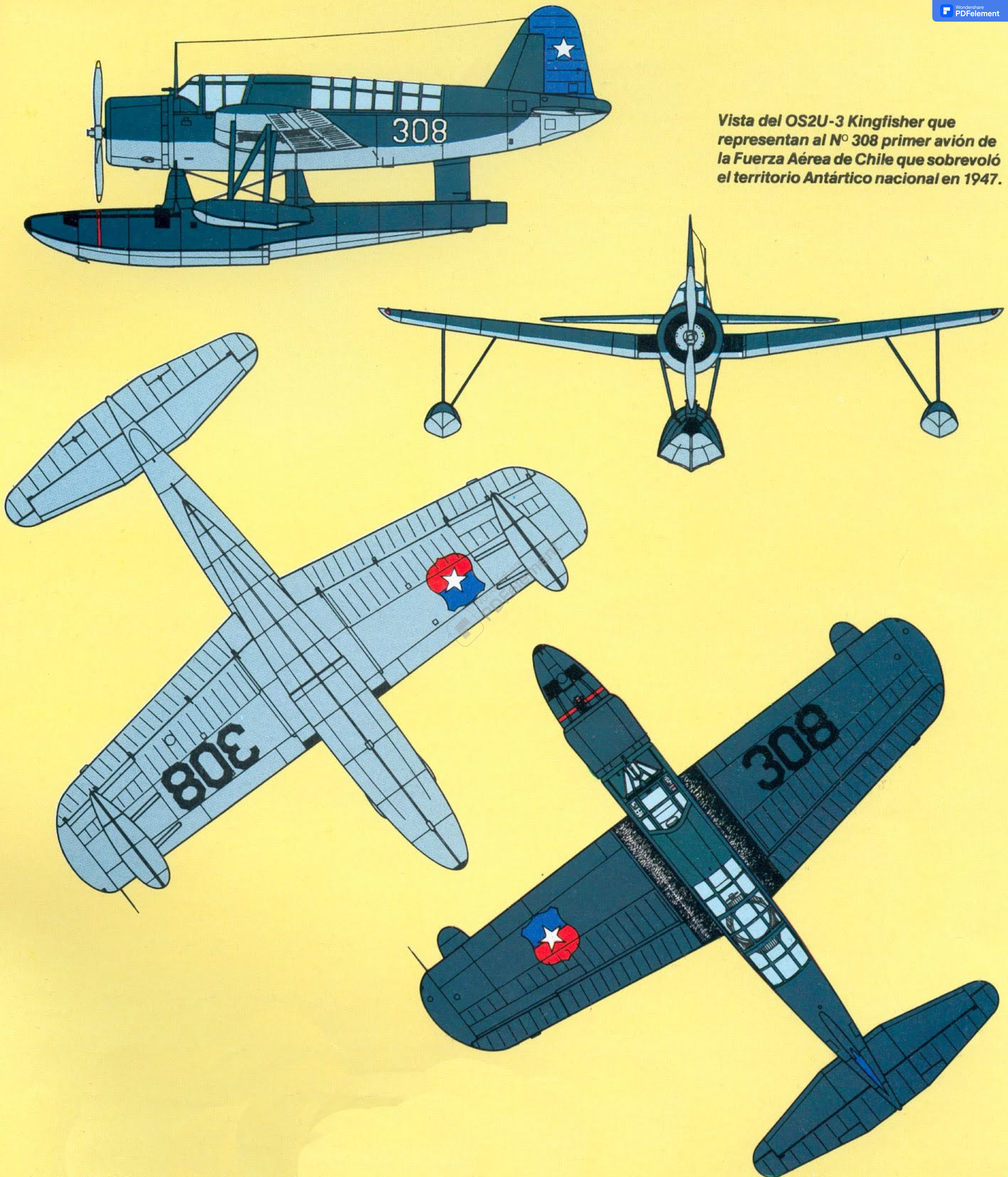

A6-SEA



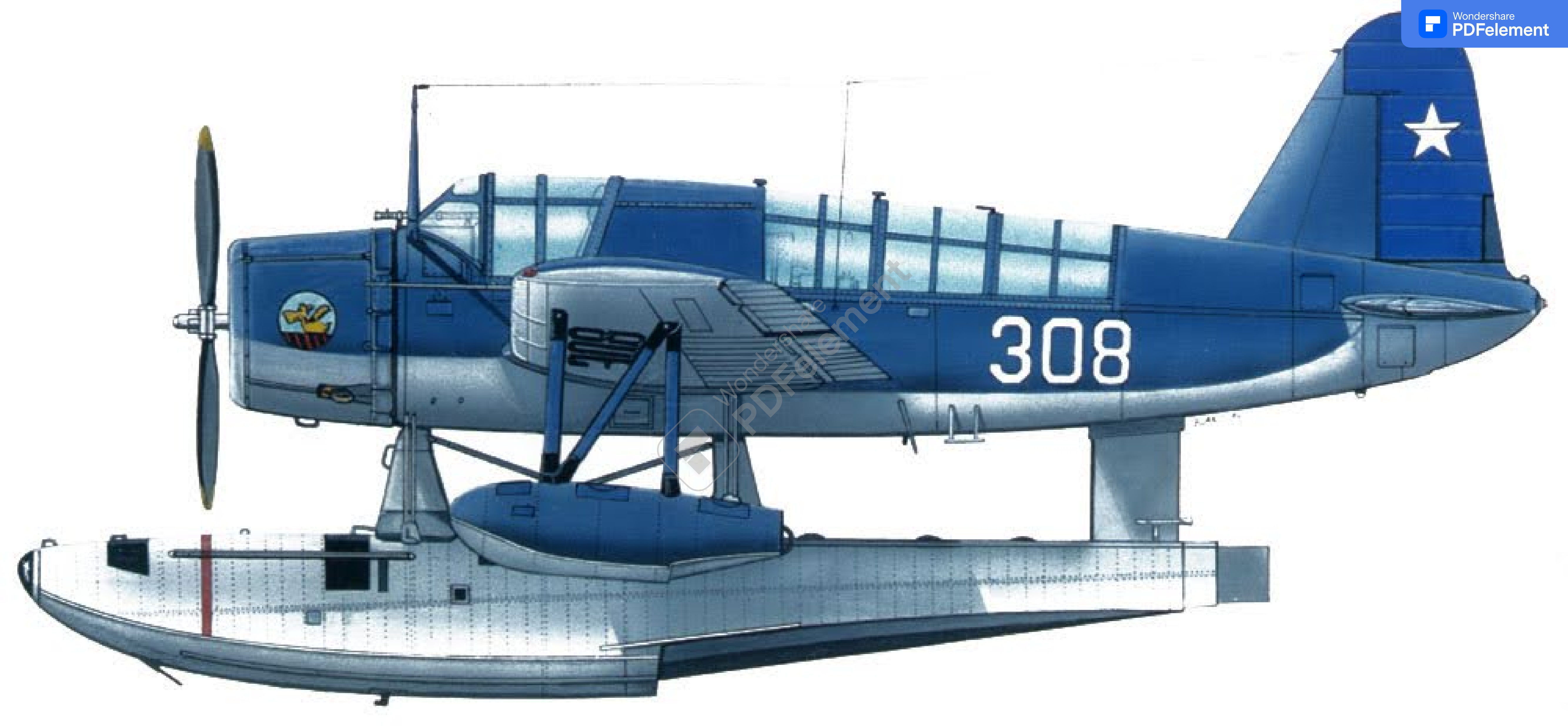



ENGINES CAN PIVOT 90°
HORIZ - FLIGHT
VERT - LANDING
C-FF
119
RETRACTABLE CANNON
OPEN
CLOSED


JUN 2009
01 203



Vista del OS2U-3 Kingfisher que representan al Nº 308 primer avión de la Fuerza Aérea de Chile que sobrevoló el territorio Antártico nacional en 1947.


308



19.03.11


JUMP JET

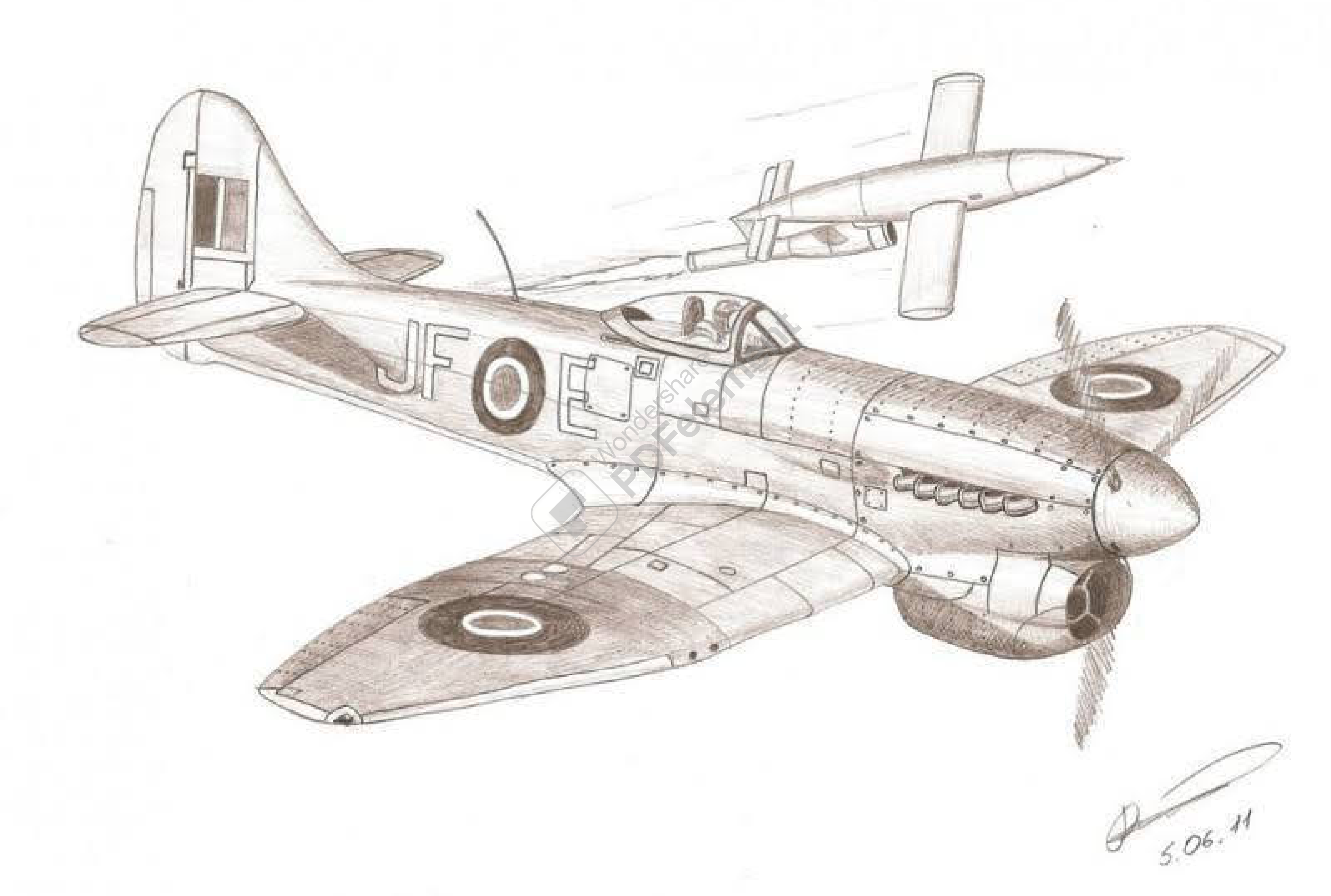




FMA Ae C-1






JF
E
5.06.11




4th Fighter Group



2013

F-ADSE




DA

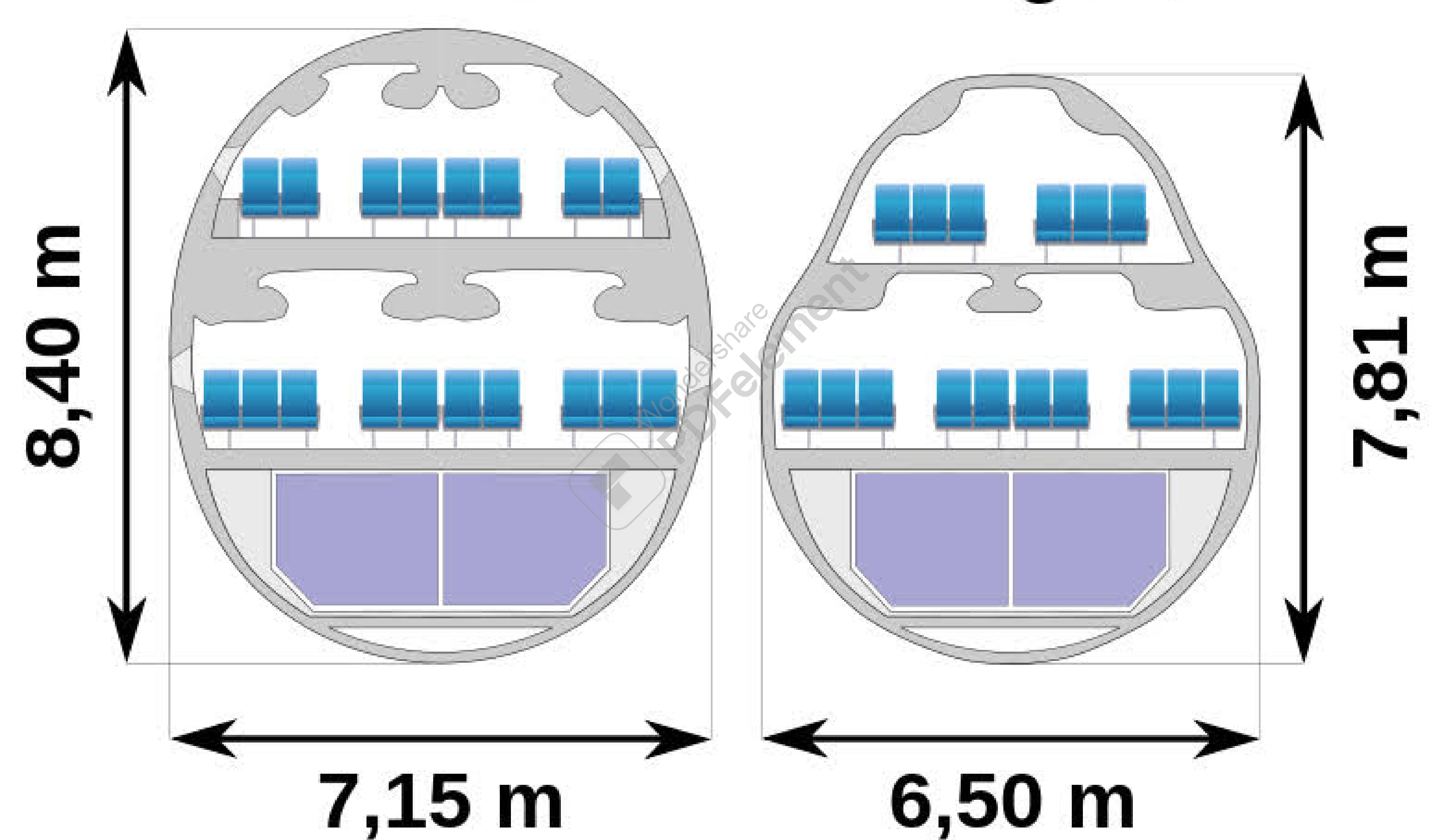







cineloger.com

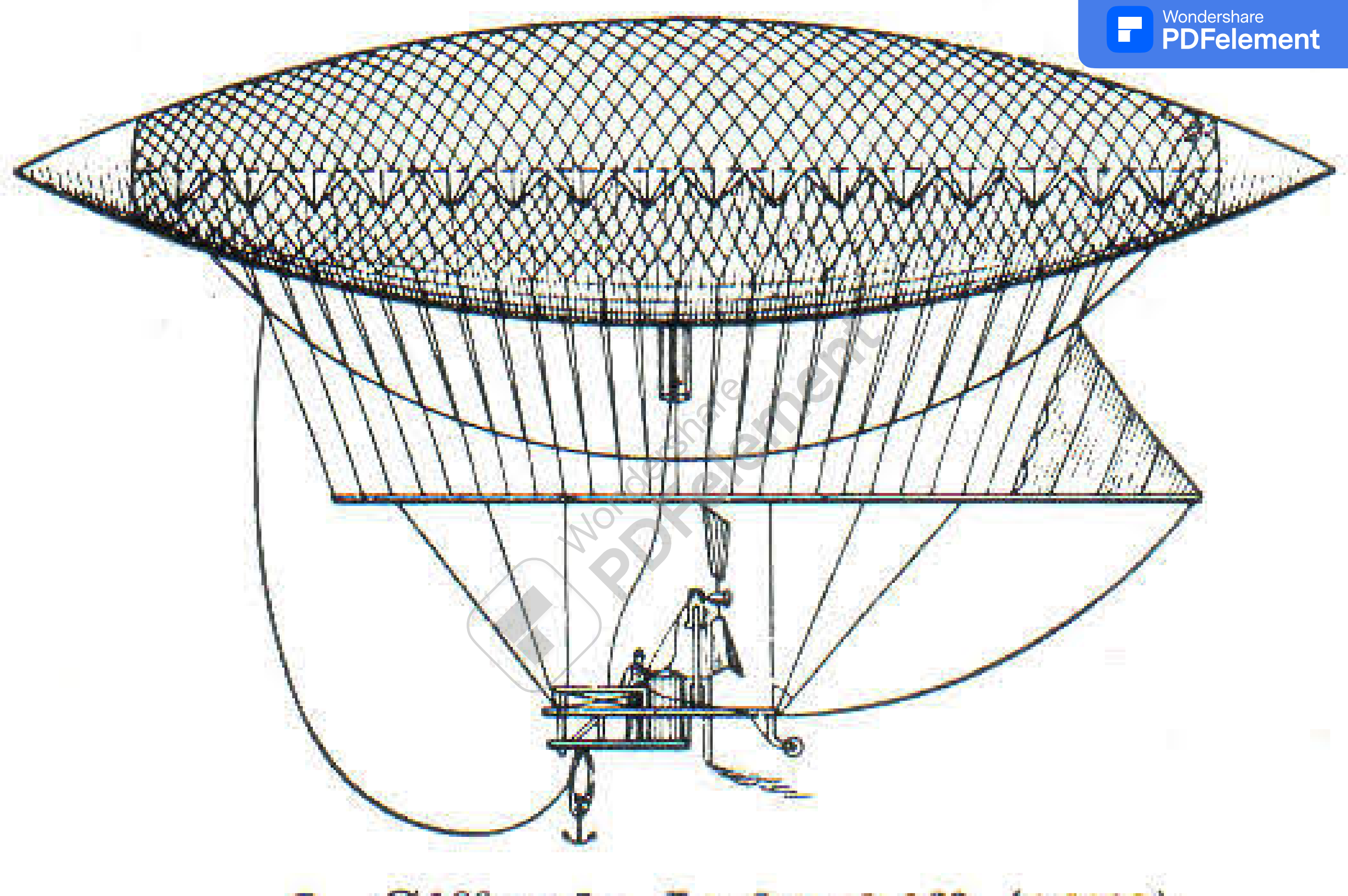

CLIPPER
PAN AM


Airbus A380
Boeing 747
8,40 m
7,81 m
7,15 m
6,50 m


N967TB
N967TB | Copyright by Steve Nation | 2006-09-22 | STS | Airport-Data.com

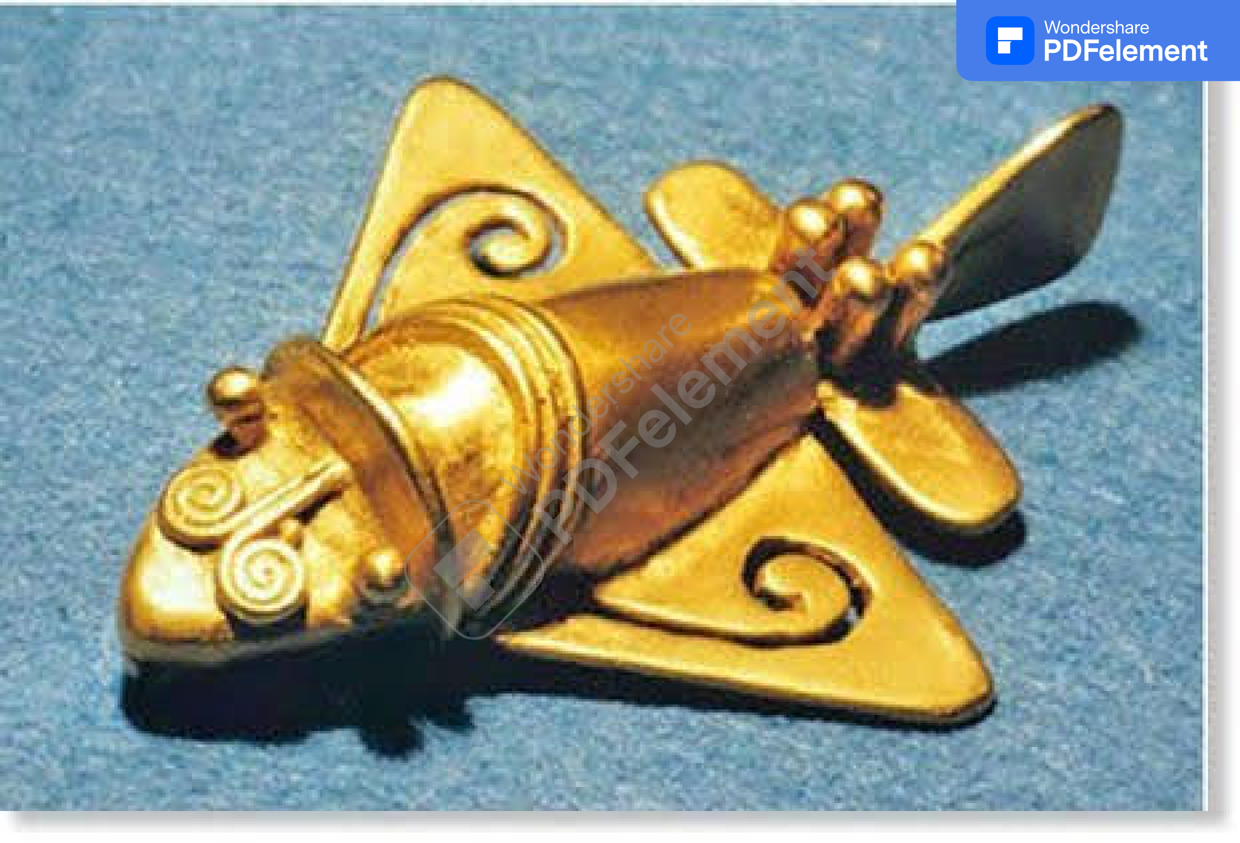






3. Giffards Luftschiff (1852).

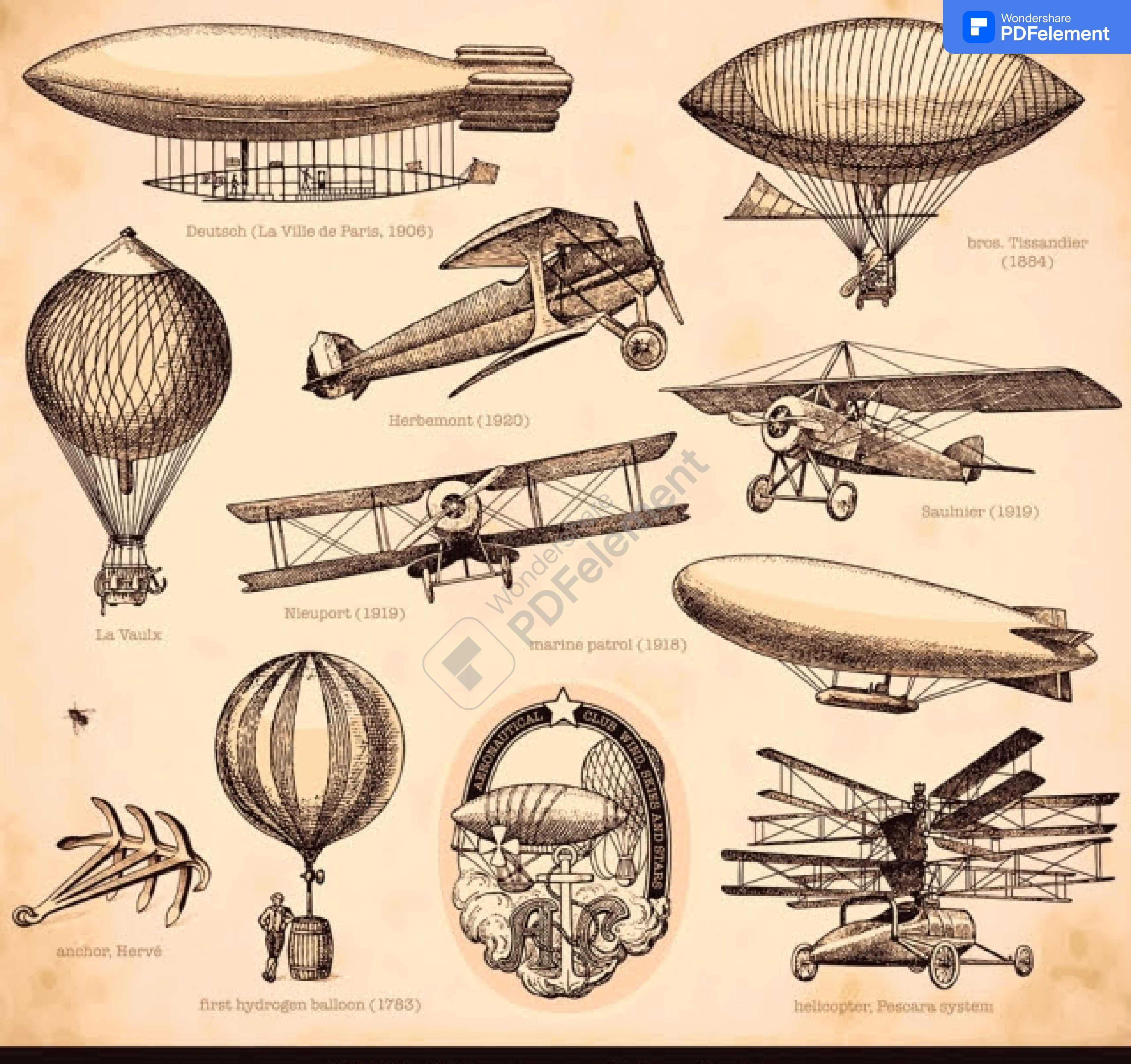

BREITLING
DC-3 WORLD TOUR
BREITLING
HB-IRJ
JETPHOTOS
Image Copyright © Jean-Charles Sautaux




Fire Boss


AVIALSA
Fire Boss
AIRPLANE PICTURES
CREATIVE AVIATION PHOTOGRAPHY
Copyright © Javier González
AIRPLANE PICTURES


LUFTHANSA
BERLIN-TEMPELHOF
D-CDLH
Copyright © Bas Steenman
AIRPLANE PICTURES



Old Flying Machines


R4118
UP
W
Photo Copyright © Simon Thomas
AIRLINERS.NET

BOMBARDIER

2069

C-FUDY

43 33


Fire Boss
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AIRLINERS.NET


N477JS
COPYRIGHT GARY CHAMBERS
AIRLINERS.NET


COPYRIGHT ART BRETT
AIRLINERS.NET


SONAR
DEPTH TORPEDO
high-explosive / high-speed
TORPEDO
UAV MODEL





KENMORE AIR™



Vector

AIRPLANE

LABELS/BADGES/EMBLEMS

Retro style























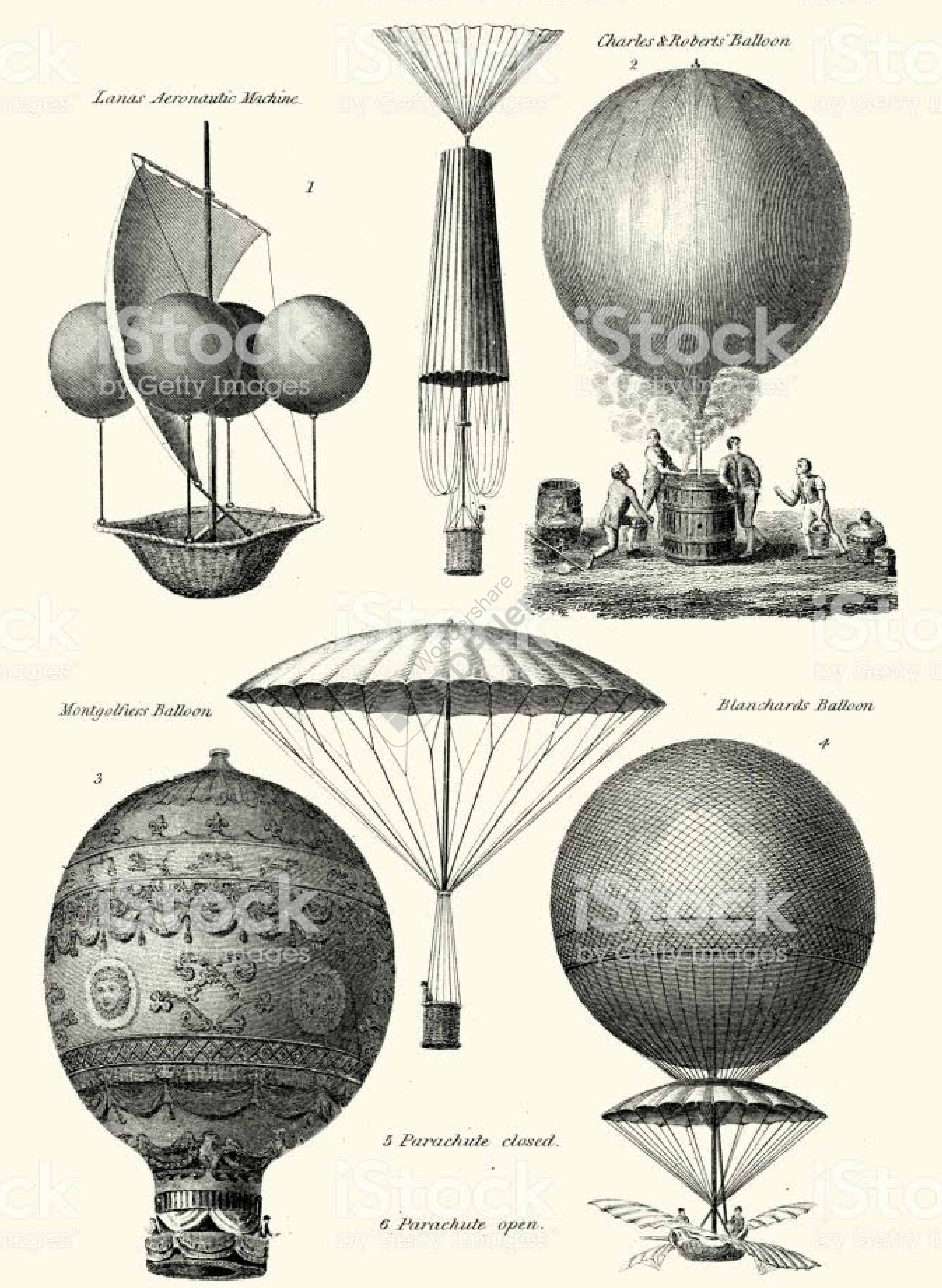






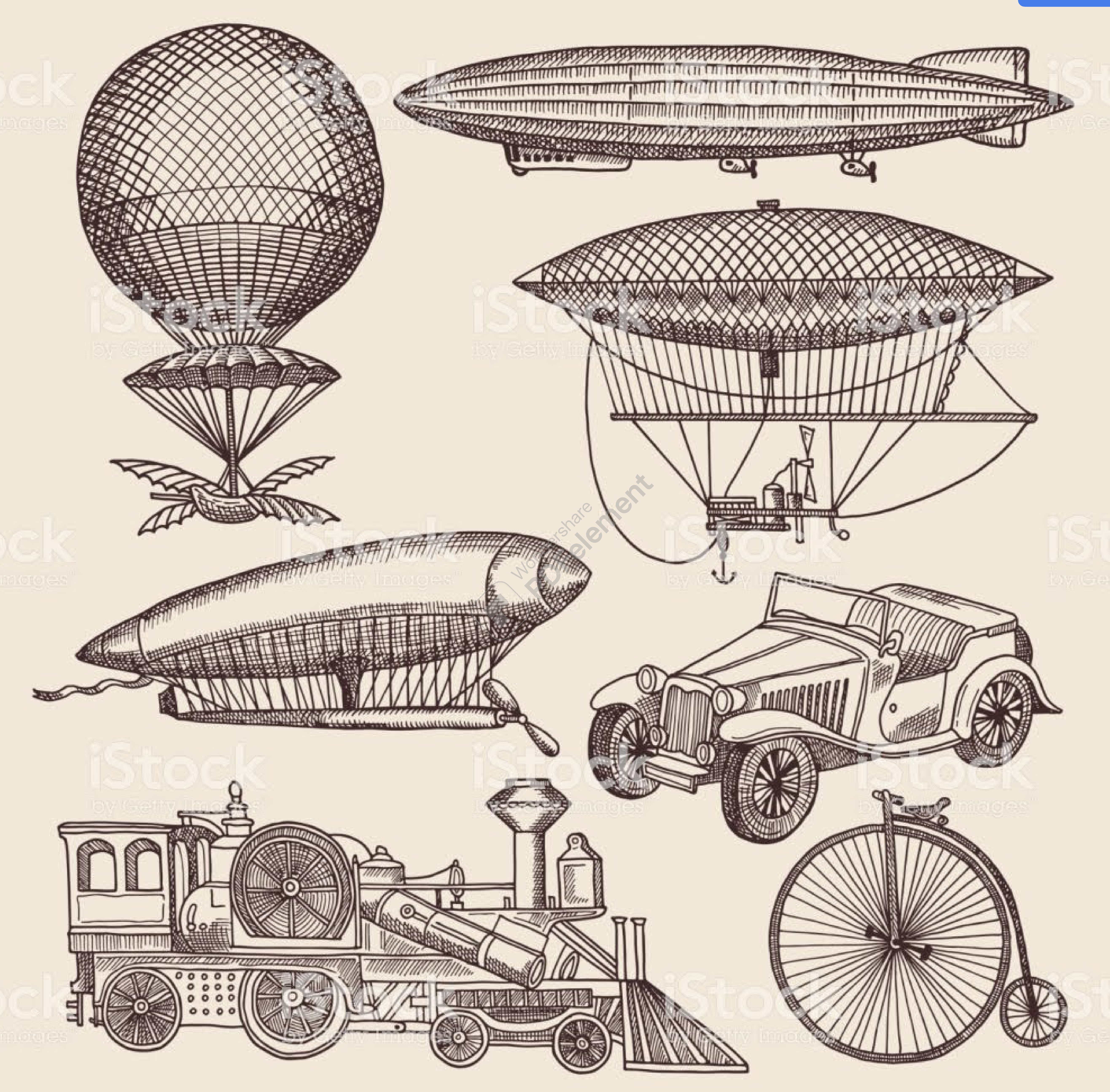
BALLOONS.

PLATE 1.






G-AEML





MV-22 Osprey: One of the world's most un

It's a combat transport that lands and takes off vertically, then flies like a conventional airplane. It's had some development pains; and at around $100 million apiece, it's not a cheap ride. But it seems to work — and as many Clevelanders know by now, it certainly is something to watch in action.

Twin 6,150-horsepower Rolls Royce AE1107C engines power the Osprey.

Huge three-bladed, 38-foot rotors translate that horsepower into speed and lifting ability.

Loading ramp

The Osprey can hold **24 Marines** or **20,000 pounds** of cargo.

Cross-linking allows one engine to drive both rotors in case the other fails.

Radar domes, retractable refueling boom

Outrigger fuel tanks

A helicopter takes wing

1 The Osprey typically lands and takes off vertically, like a helicopter, which is how the Federal Aviation Administration classifies the aircraft.

2 Once the Osprey is airborne, the rotor nacelles can rotate forward in as little as 12 seconds.

The aircraft can also perform a more fuel-efficient short-run takeoff with the nacelles rotated 45 degrees forward.

3 With the engine nacelles tilted all the way forward, the Osprey can reach a maximum cruising speed of 310 m.p.h. at sea level.

SOURCES: Boeing, U.S. Marines

WILLIAM NEFF | THE PLAIN DEALER





Siemens-Schickert D.III
Leutnant Ernst Udet (Allemand)
Jasta 4
Metz, septembre 1918.

Sopwith Camel (D8239)
Captain Christopher M. McEwen (Canadien)
N° 28 *Squadron*
Sarcedo, fin 1918.

Nieuport 11 (n° inconnu)
Lieutenant Armand Galliot de Turenne
(Français)
Escadrille N 48, 1916.

Fokker D.VII (F)
Oberleutnant Karl Bolle (Allemand)
JG III
Aniche, novembre 1918.

Nieuport 23 (n° inconnu)
Lieutenant Edmont Thieffry (Belge)
5e escadrille, 1917.

SPAD XIII (n° inconnu)
Lieutenant Robert W. Donaldson
(Américain)
94th *Aero Squadron*
Coblence, 1919.

Albatros D.V
Leutnant Oliver *Freiherr* von Beaulieu-Marconnay
(Allemand)
Jasta 15, 1917.

SPAD VII (n° 1777)
Captain Raoul Lufberry (Américain)
N 124 « Lafayette », 1917.

SPAD XIII (n° inconnu)
Capitano Bartolomeo Constantini
(Italien)
91a *Squadriglia*
Trieste, août 1918.

Oeffag Albatros D.III (n° 143.45)
Hauptmann Godwin Brumowski
(Autrichien)
Flik 41J
Torresella, novembre 1917.


Getty


Wondershare
PDFelement


BUNGIE
Microsoft
game studios
PROPERTY OF MICROSOFT


THE DE HAVILLAND "MOSQUITO" LIGHT BOMBER

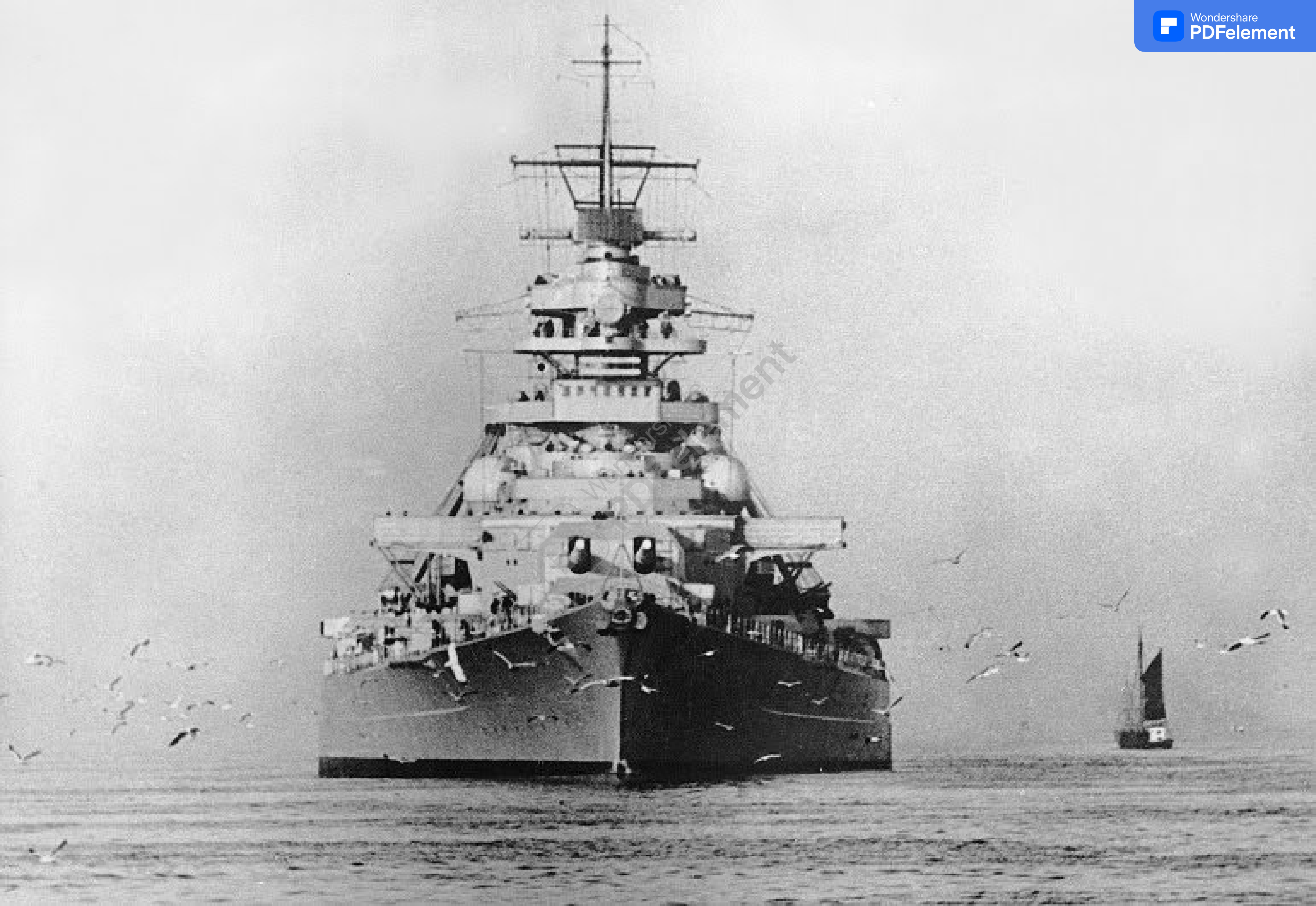

9232



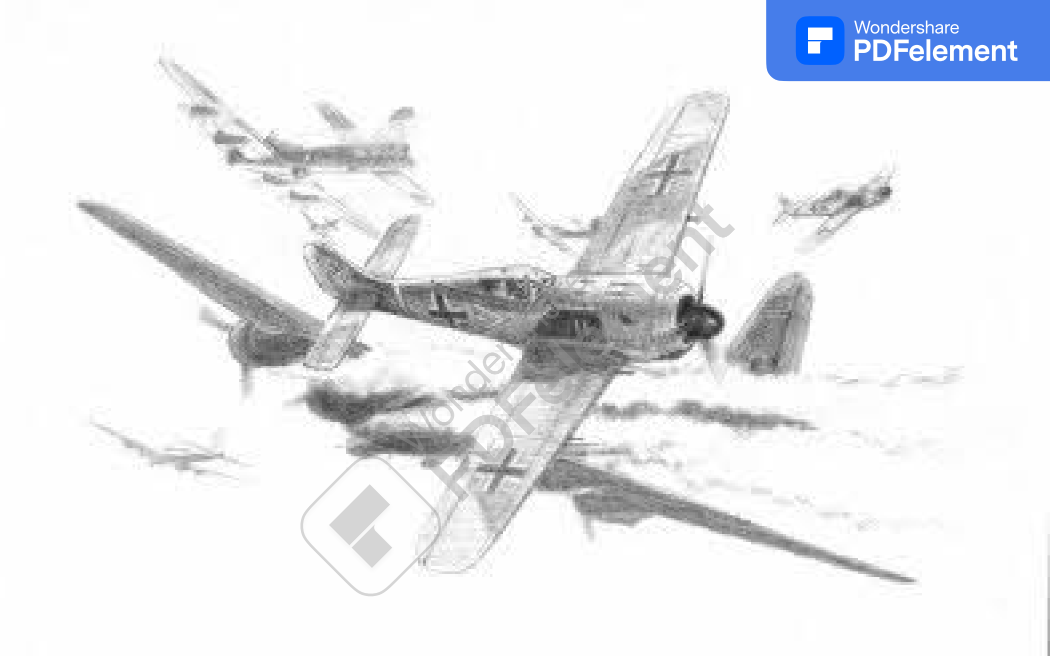
16


W DD
A9-500







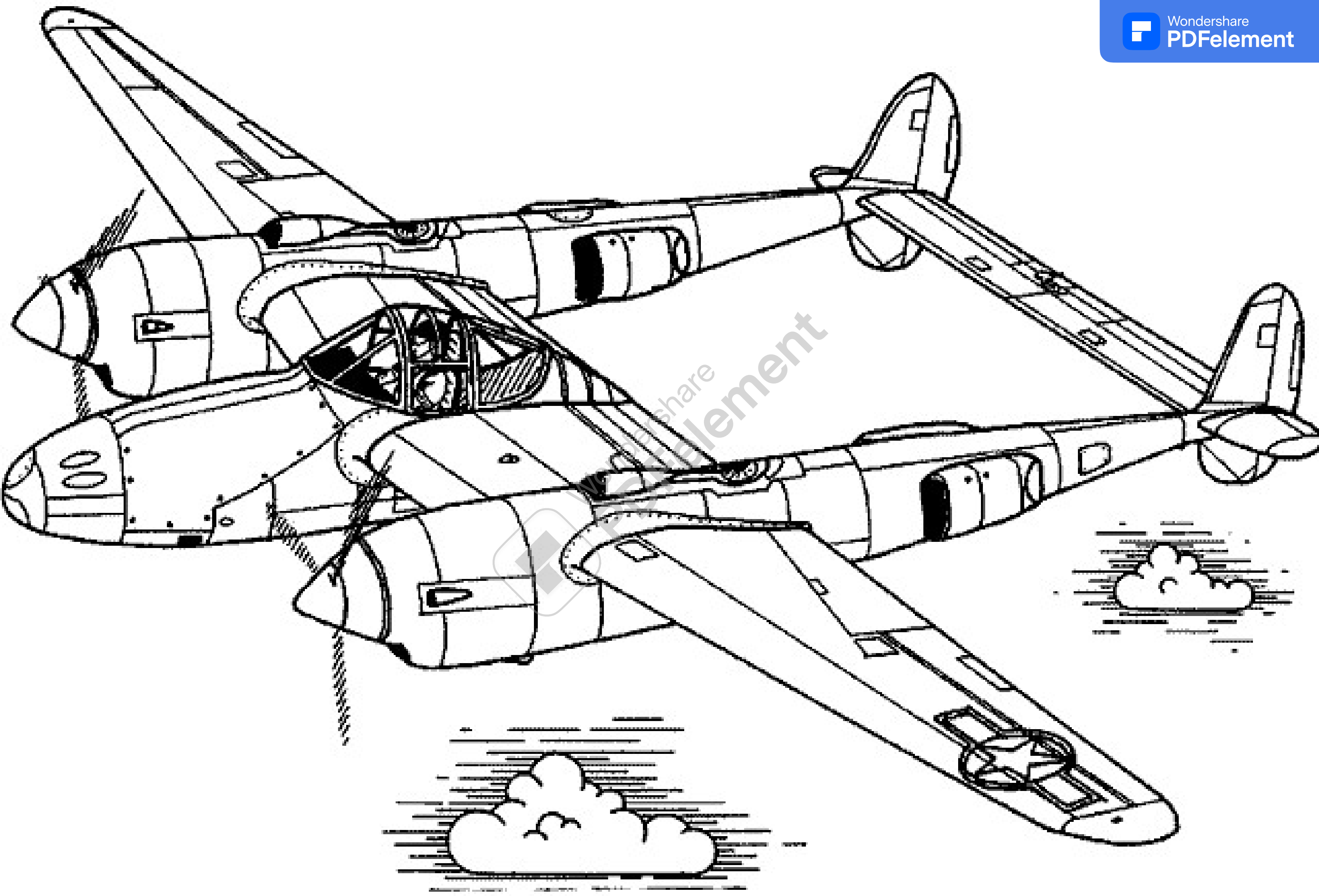



AIRLINERS.NET

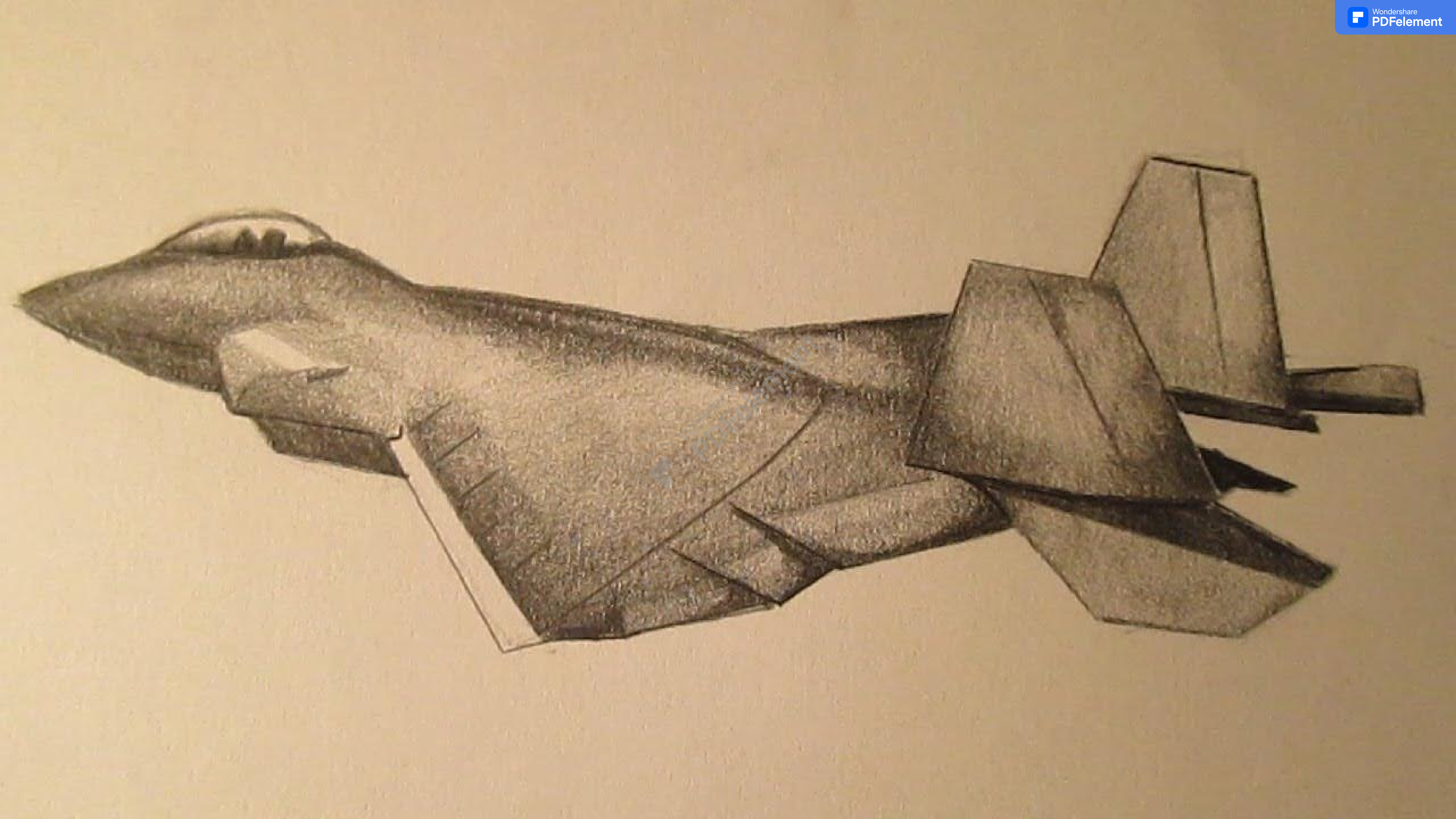





19
19
17
26







Heinkel He 111 1936 - 1945

Junkers Ju 87 1936 1945

Junkers Ju 288 1940

2018




M78







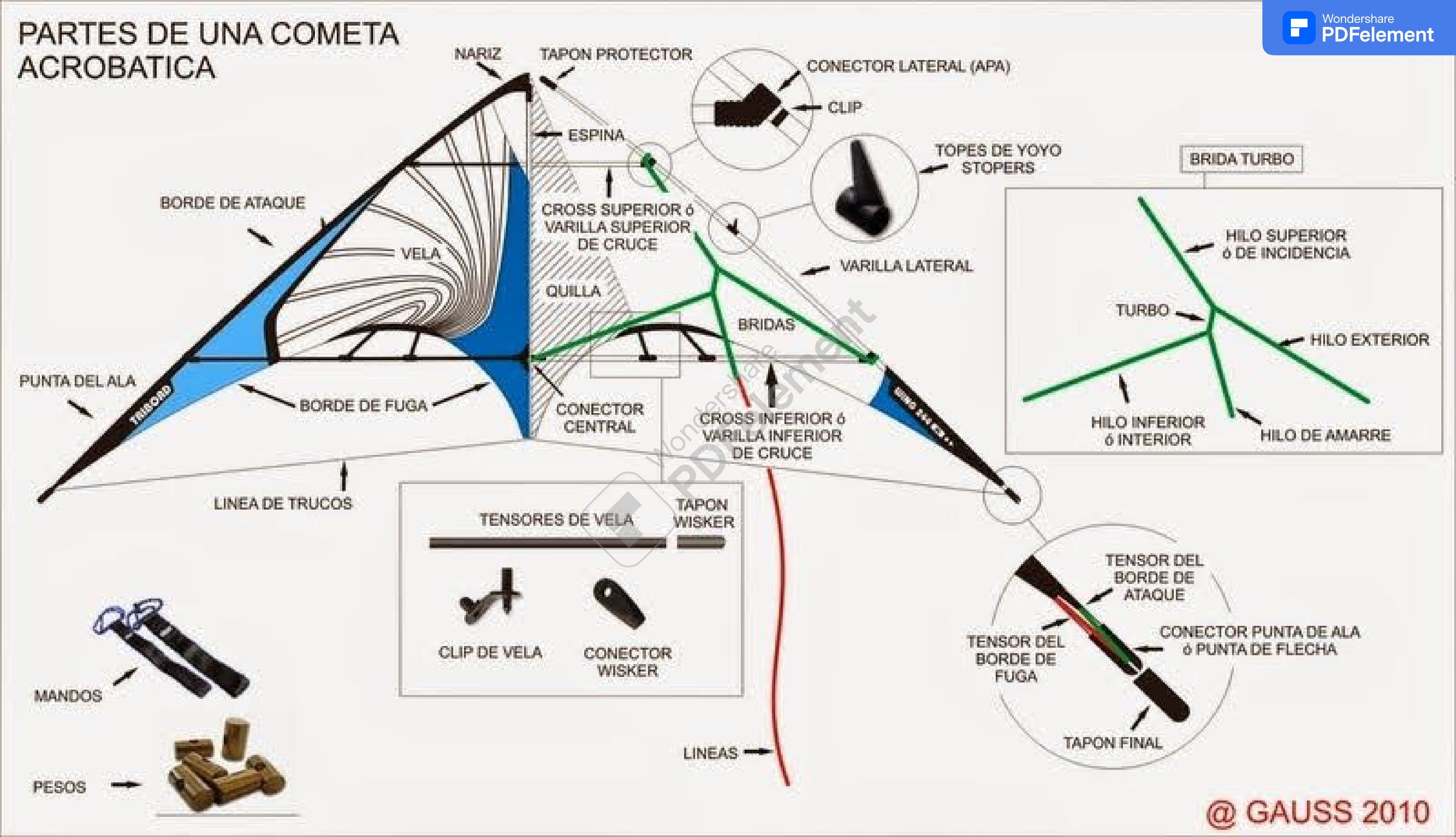

WYOMING AIR NATIONAL GUARD
ANG
210864


WYOMING AIR NATIONAL GUARD
ANG
210864

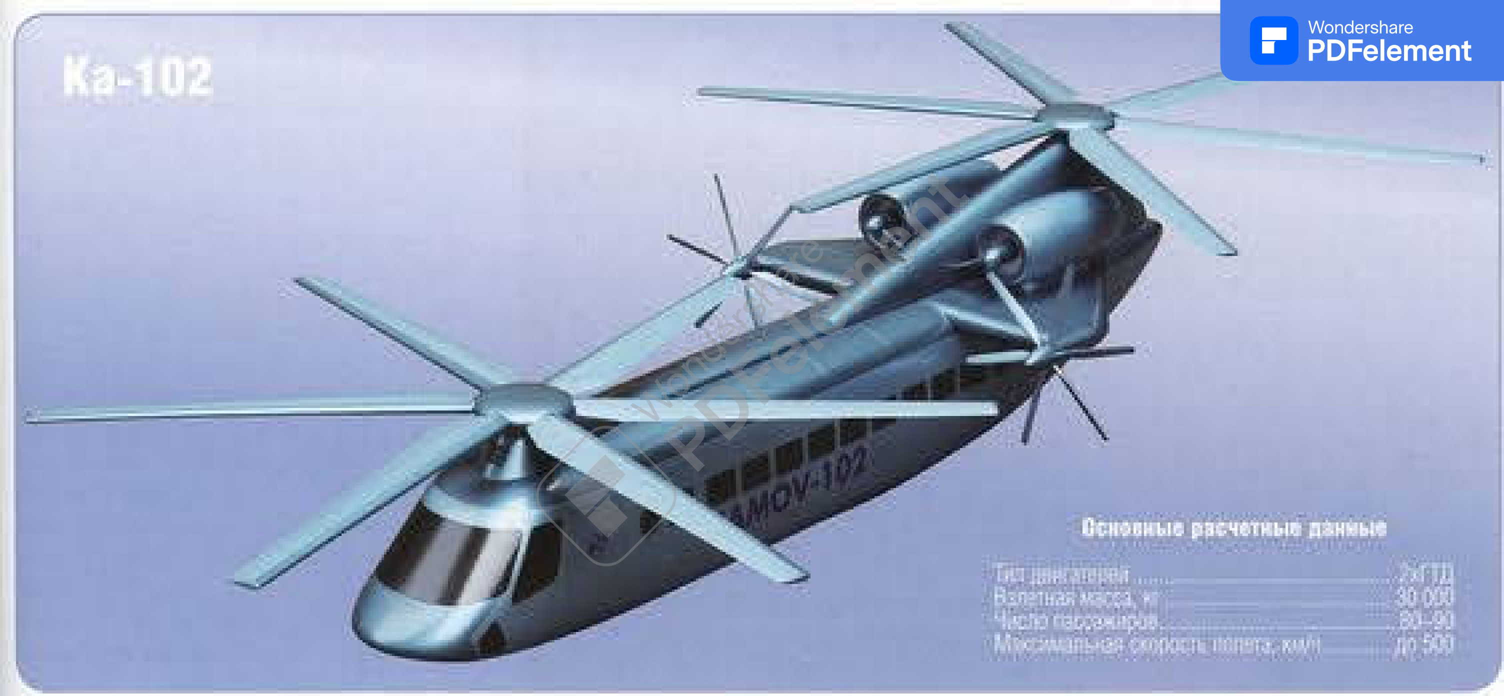

1116
43 21






PARTES DE UNA COMETA ACROBATICA
NARIZ
TAPON PROTECTOR
CONECTOR LATERAL (APA)
CLIP
ESPINA
TOPES DE YOYO STOPERS
BRIDA TURBO
BORDE DE ATAQUE
CROSS SUPERIOR ó VARILLA SUPERIOR DE CRUCE
VELA
VARILLA LATERAL
HILO SUPERIOR ó DE INCIDENCIA
QUILLA
TURBO
BRIDAS
HILO EXTERIOR
PUNTA DEL ALA
BORDE DE FUGA
CONECTOR CENTRAL
CROSS INFERIOR ó VARILLA INFERIOR DE CRUCE
HILO INFERIOR ó INTERIOR
HILO DE AMARRE
LINEA DE TRUCOS
TENSORES DE VELA
TAPON WISKER
CLIP DE VELA
CONECTOR WISKER
TENSOR DEL BORDE DE ATAQUE
TENSOR DEL BORDE DE FUGA
CONECTOR PUNTA DE ALA ó PUNTA DE FLECHA
TAPON FINAL
MANDOS
PESOS
LINEAS
@ GAUSS 2010

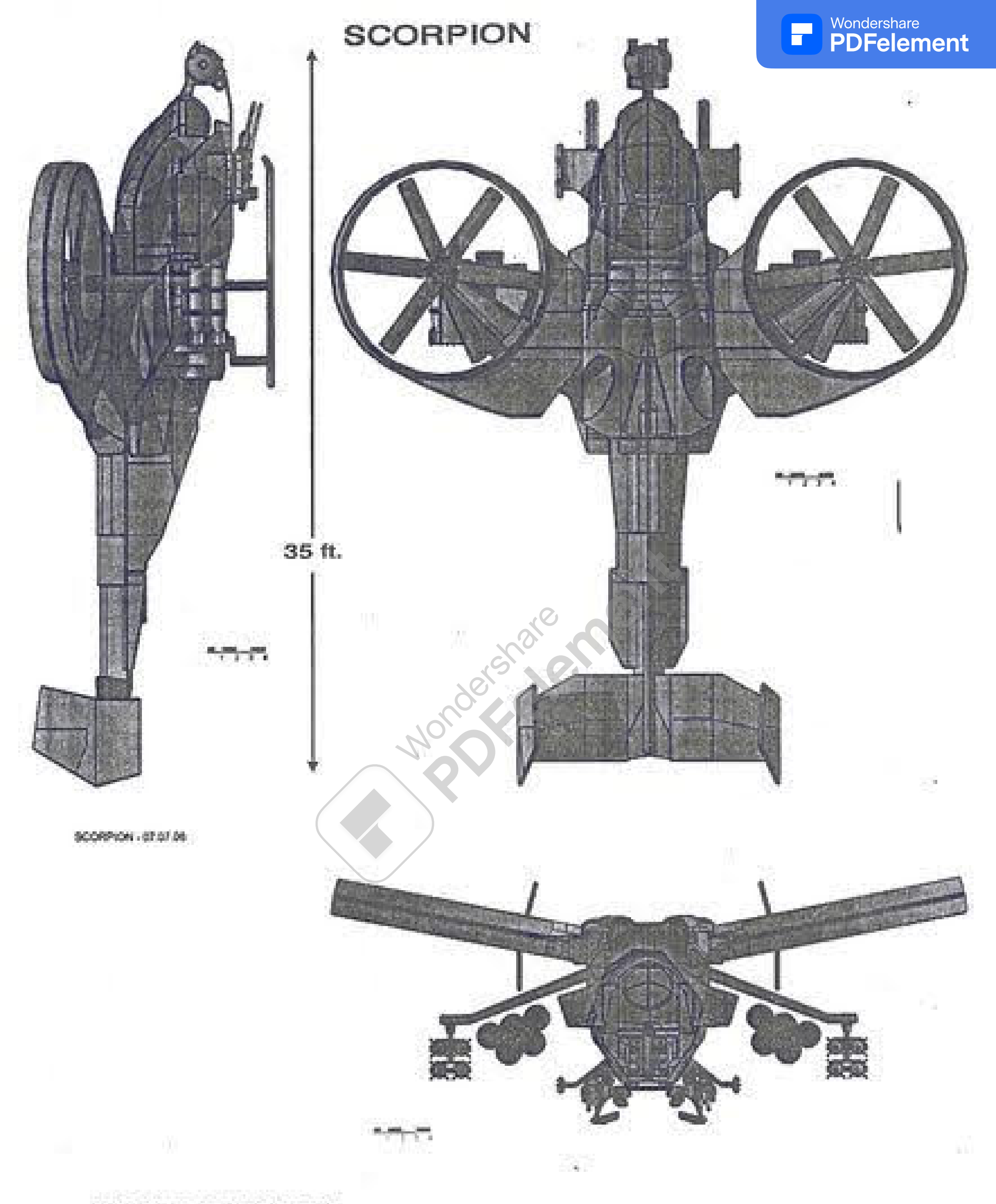



Ка-102
Основные расчетные данные
Тип двигателей 2хГТД
Взлетная масса, кг 30 000
Число пассажиров 80-90
Максимальная скорость полета, км/ч .... до 500





6.03.11.



WORK DESCRIPTION

1. DESIGNS AND DEVELOPMENT OF INTERIOR AND EXTERIOR.

2. BUILD INTERIOR COCKPIT ONLY. TANDOM SEATING SIMILAR IN DESIGN AND FINISH AS CONTEMP. COMBAT HELICOPTERS WITH SOME FUTURISTUIC DESIGN.

3. BUILD OUT ABOUT 3 FT OF EXTERIOR FUSELAGE BEYOND WINDOW.









*

43°

35°

FLAPS MECHANISM

Boeing 787 vs Airbus 320

not at the same scale


copyright michael backus 2007




N6888V


ZA947
AI



EC-AHA
IBERIA
IBERIA
LINEAS AEREAN DE ESPAÑA

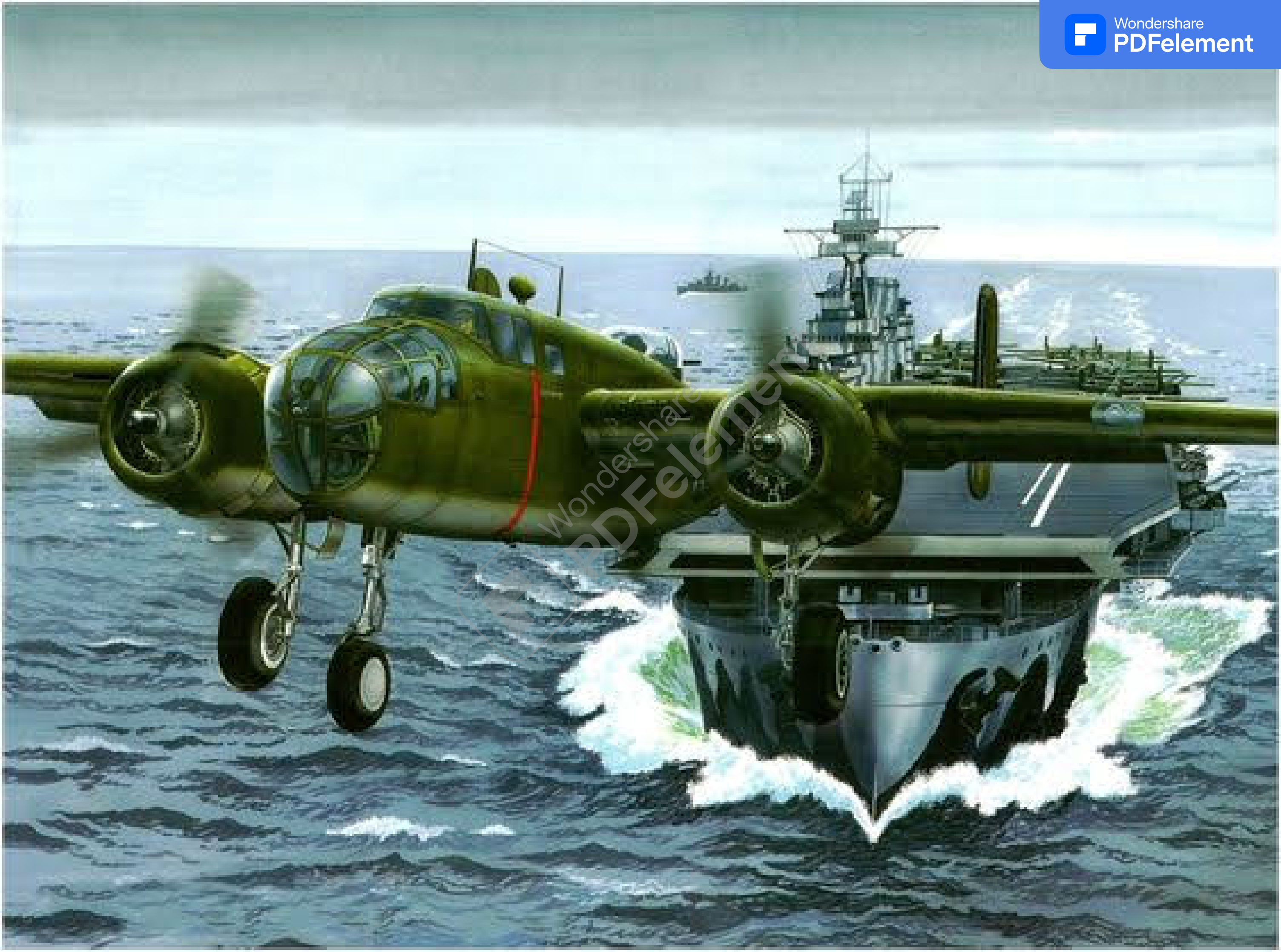

4U
D
2100766
LILLY
BELL
II


NC
227


19
19
19


DR WO







Above, one of many NAA concepts was this 400-mph, low-altitude attacker with tandem Allison V-3420s, projected by Frank Compton and drawn by Eugene Clay.

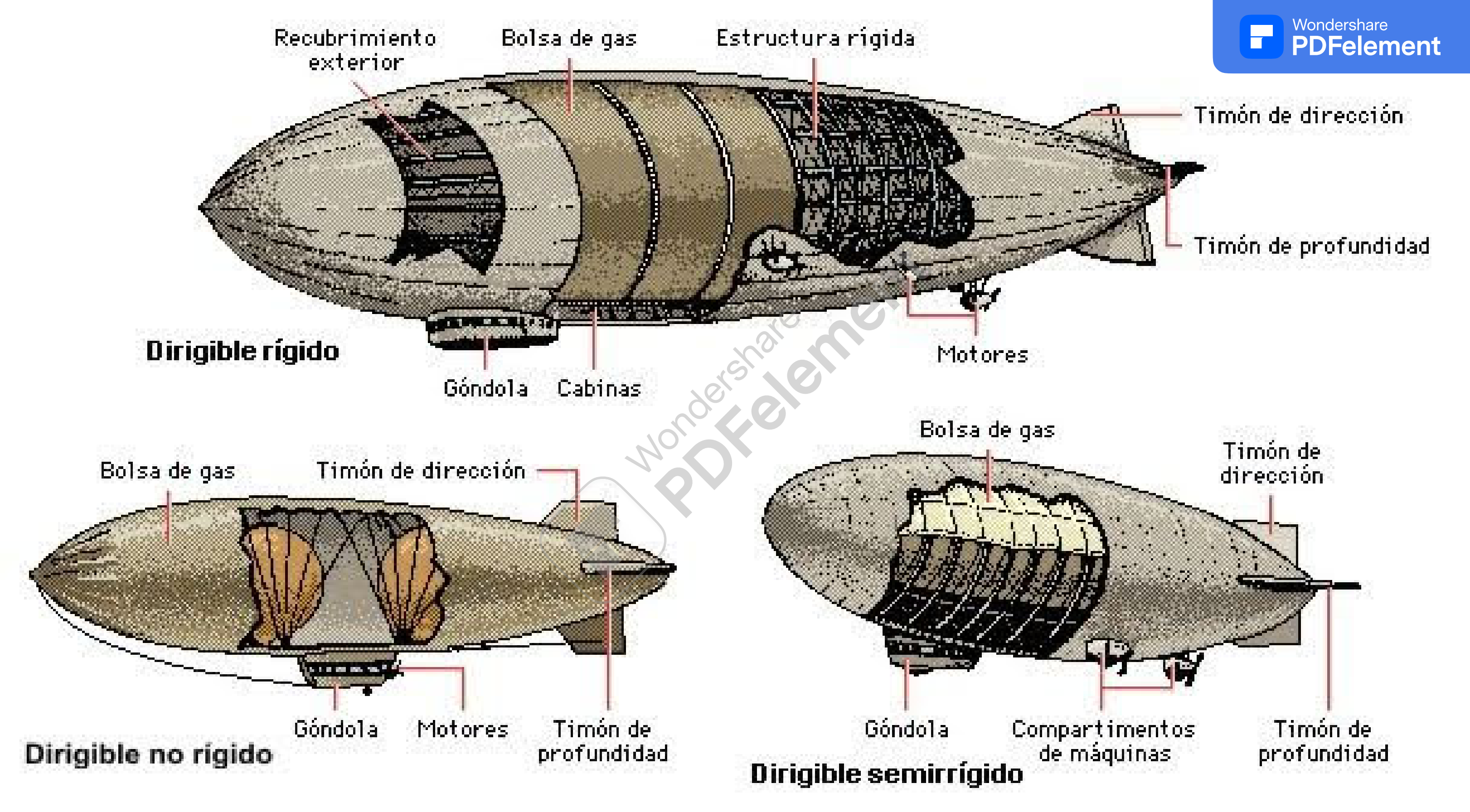


TT

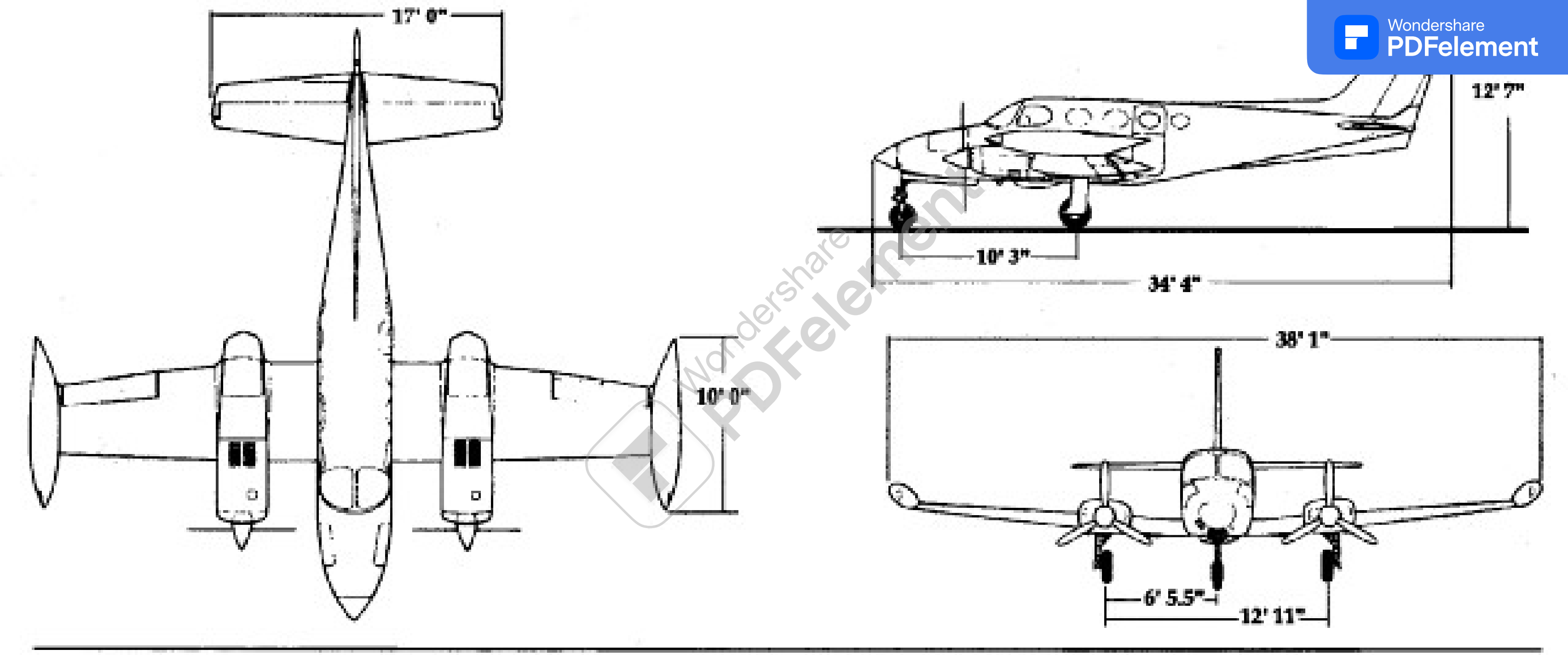



FOR UNOFFICAL USE ONLY (FUUO)
DRONE SURVIVAL GUIDE
د بي پيلوټه الوتکو د پایښت لارښود
X47C
Sentinel
nEUROn
Mantis
Soaring Dragon
Global Hawk
Meter
Feet
Avenger
Eitan
Reaper
Barracuda
Predator
Herti
Hummingbird
Fire Scout
Shadow
Rustom I
Heron
Hermes
WASP III
Scan Eagle
Harpy
Killer Bee
Raven
Air robot
Aeryon Scout
AR Parrot




Recubrimiento exterior
Bolsa de gas
Estructura rígida
Timón de dirección
Timón de profundidad
Motores
Dirigible rígido
Góndola
Cabinas
Bolsa de gas
Timón de dirección
Góndola
Motores
Timón de profundidad
Dirigible no rígido
Bolsa de gas
Timón de dirección
Góndola
Compartimentos de máquinas
Timón de profundidad
Dirigible semirrígido




17' 0"
12' 7"
10' 3"
34' 4"
38' 1"
10' 0"
6' 5.5"
12' 11"

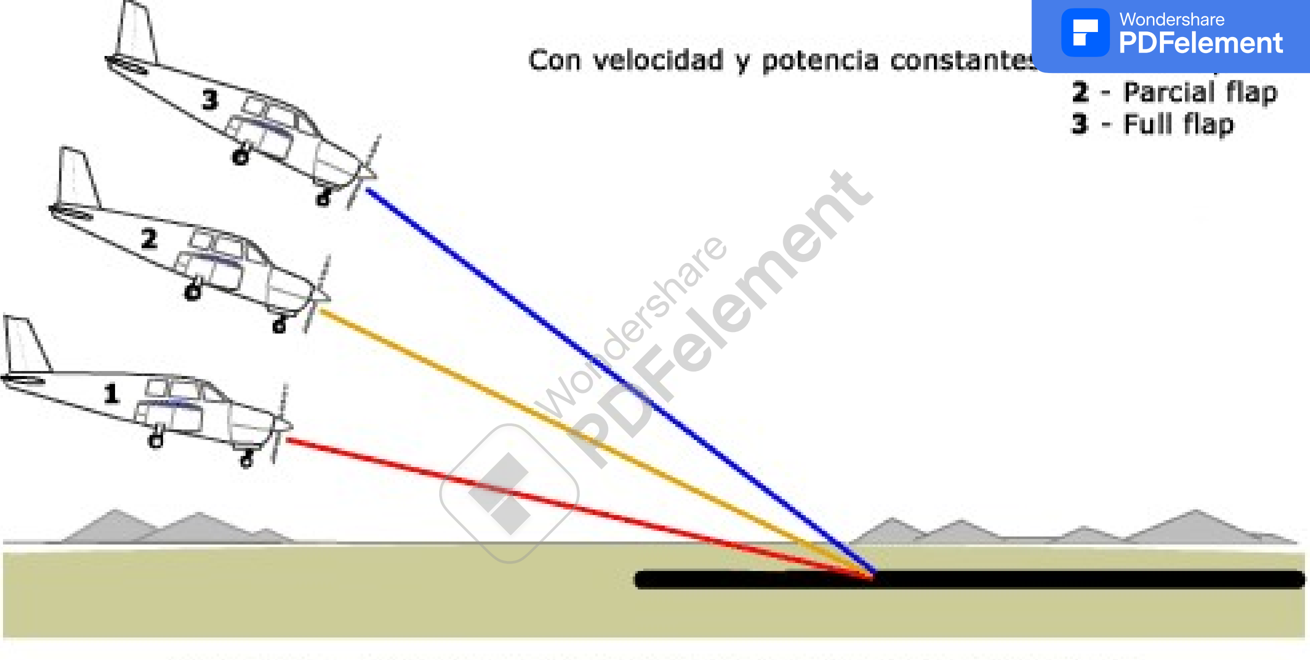


Fig.6.3.1 - Efecto de los flaps sobre el ángulo de descenso.



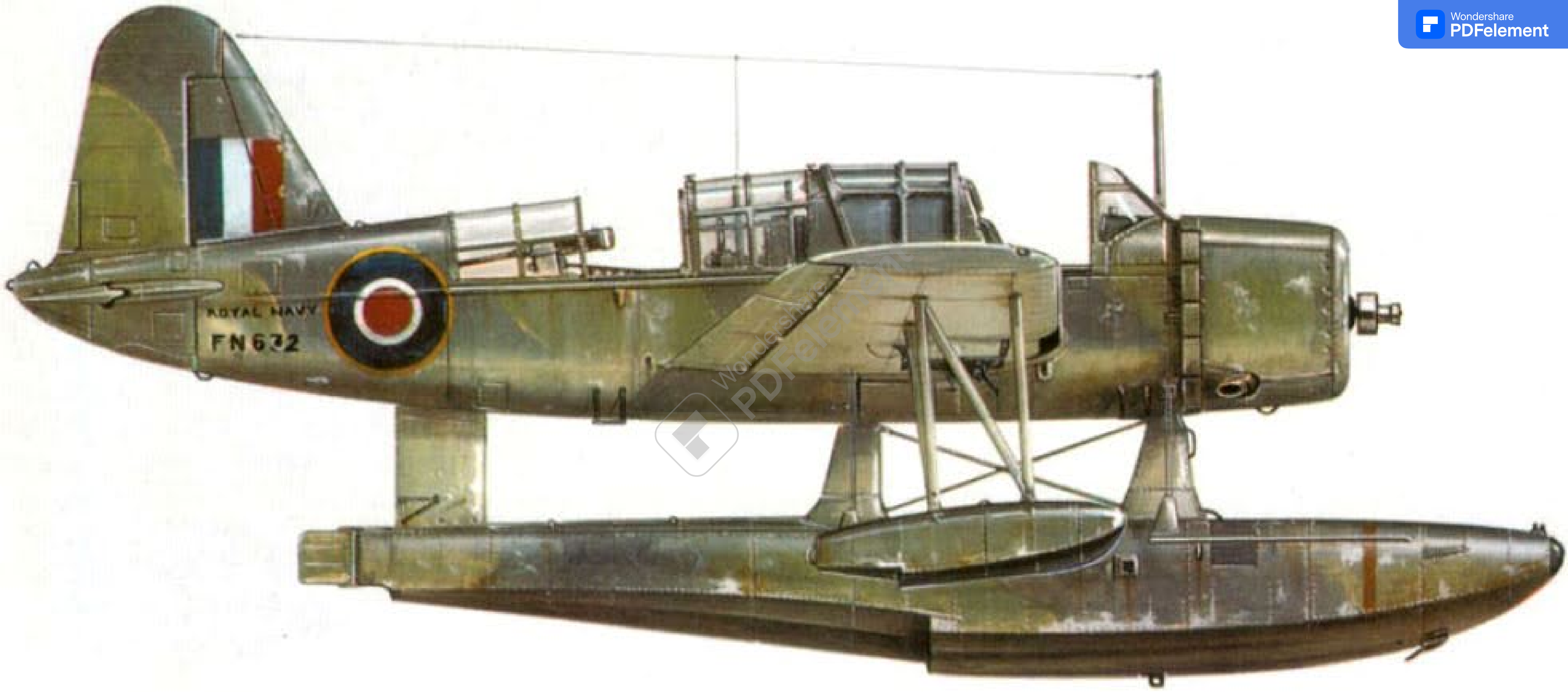
C-UDES

PARADOXAL

IMAGINACTIVE


Der neue Fokker-Eind
für Rückenflüge
1019.

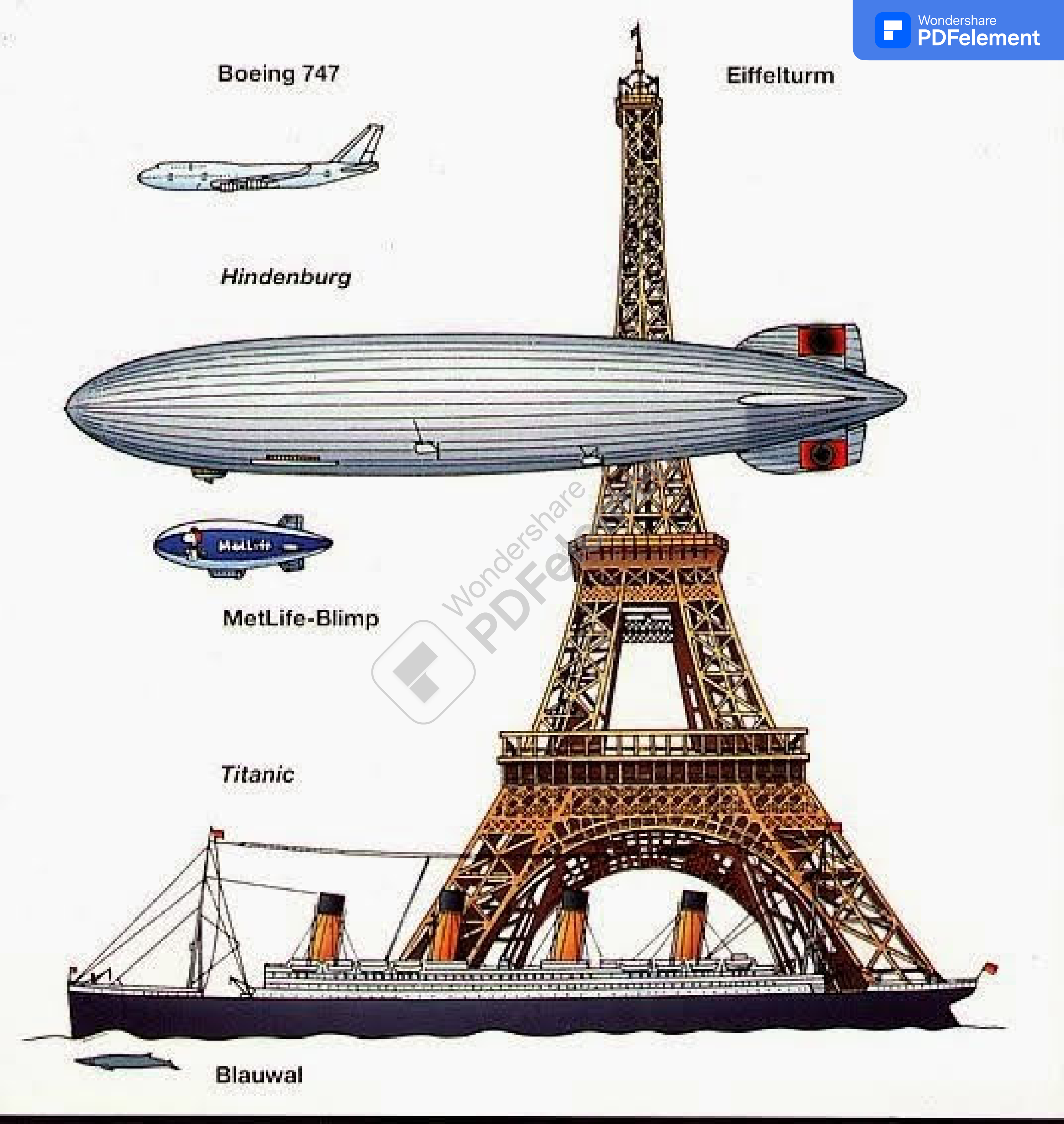

335926


ROYAL NAVY
FN632




ARMY


BREITLING
HB-IRJ
Markus Eigenheer 2013


Boeing 747
Eiffelturm
Hindenburg
MetLife
MetLife-Blimp
Titanic
Blauwal








IWC
JU-AIR
Image Rikoooo.com





In Czechoslovak service

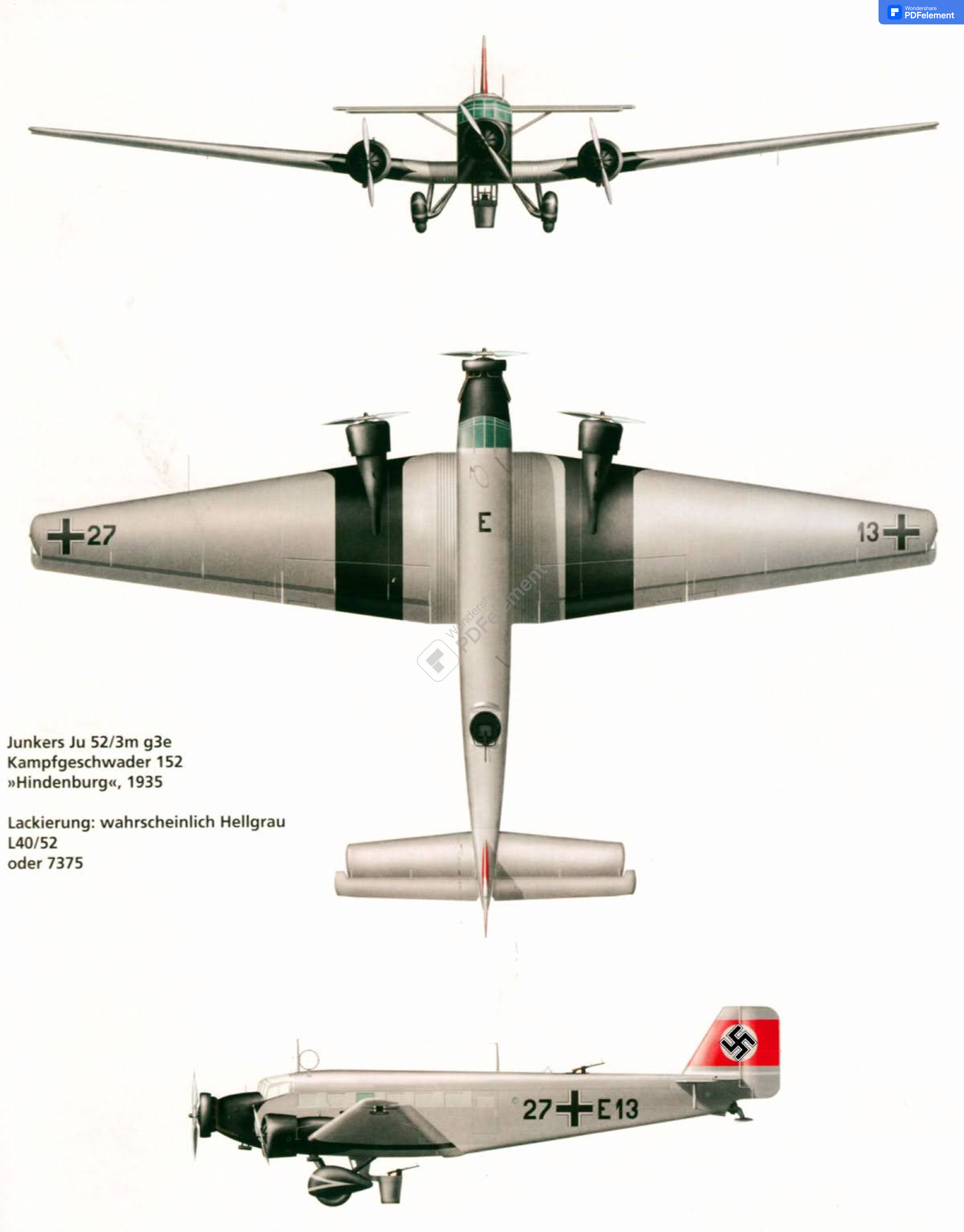





CIVIL WAR
Quinjet Exterior




AR



Junkers Ju 52/3m g3e
Kampfgeschwader 152
»Hindenburg«, 1935

Lackierung: wahrscheinlich Hellgrau
L40/52
oder 7375



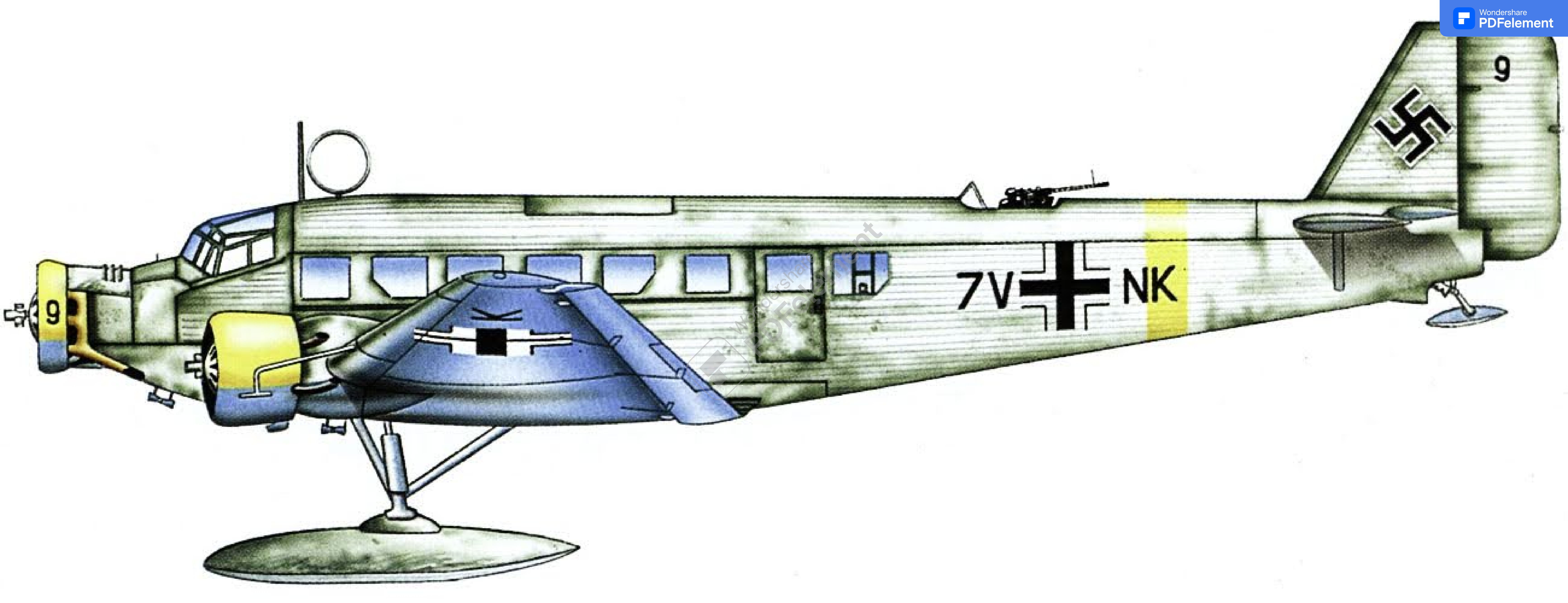


ABOVE LEFT: This Ju 53/3m of 6./TG 3, shown being examined by US troops, is one of two such aircraft which landed close to a German field hospital near Asselborn in northern Luxembourg on 22 January 1945. Almost certainly this aircraft had earlier been involved in Operation 'Stosser', which took place in the early morning of 17 December 1944 and in which two Ju 52/3m Gruppen, II./TG 3 and III./TG 4, had taken part.

ABOVE RIGHT: This is the other Ju 52/3m which landed at Asselborn on 22 January 1945. It had a slightly different form of winter camouflage to that on 4V+BP but was also fitted with flame dampers for night operations and a de-icing system.

Junkers Ju 52/3m 4V+BP of 6./TG 3, January 1945

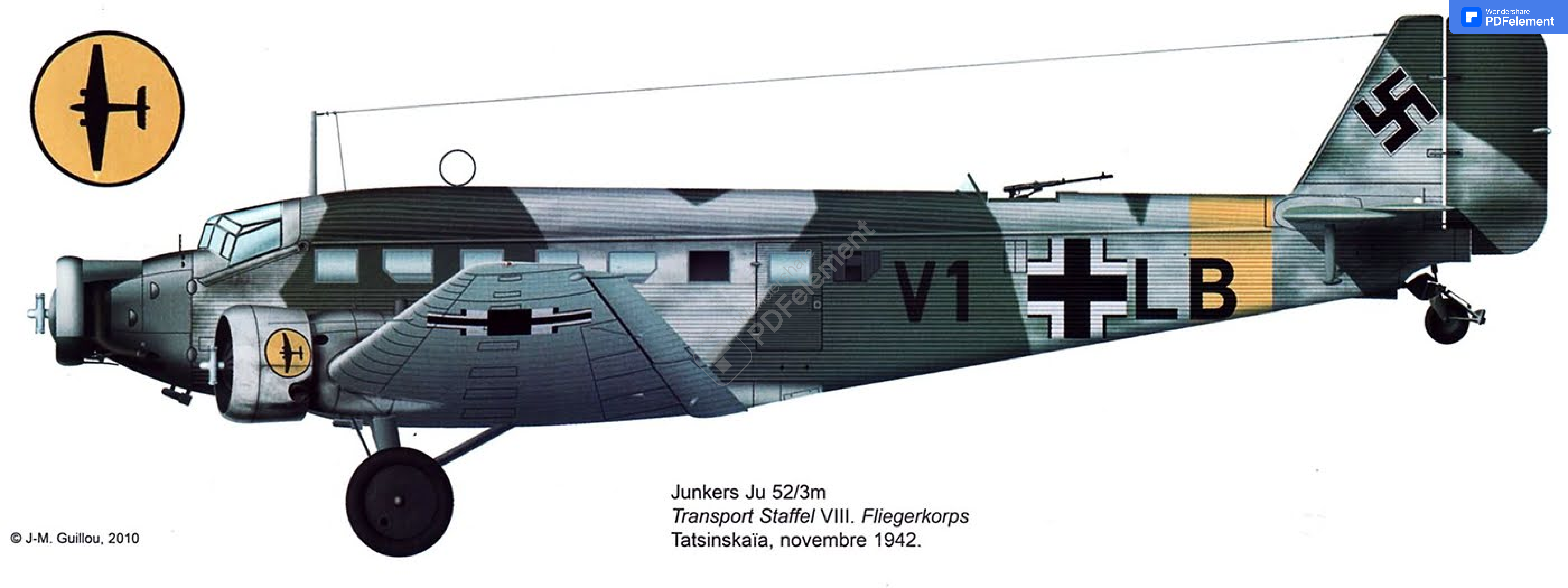
For a winter camouflage, this aircraft, W.Nr. 7279, has received a meandering overspray of white over the green 70/71 splinter pattern uppersurfaces. The undersurfaces were 65 with all of the area outboard of the wing Balkenkreuz in yellow, and the operational markings 4V+BP on the fuselage were in black with the individual aircraft letter 'B' outlined in white. Note the flame dampers fitted to the exhausts, the de-icing duct leading from the engine nacelle to the uncorrugated wing leading edge and the antenna for the FuG 101 radio altimeter under the port wing.


9
7V NK
9



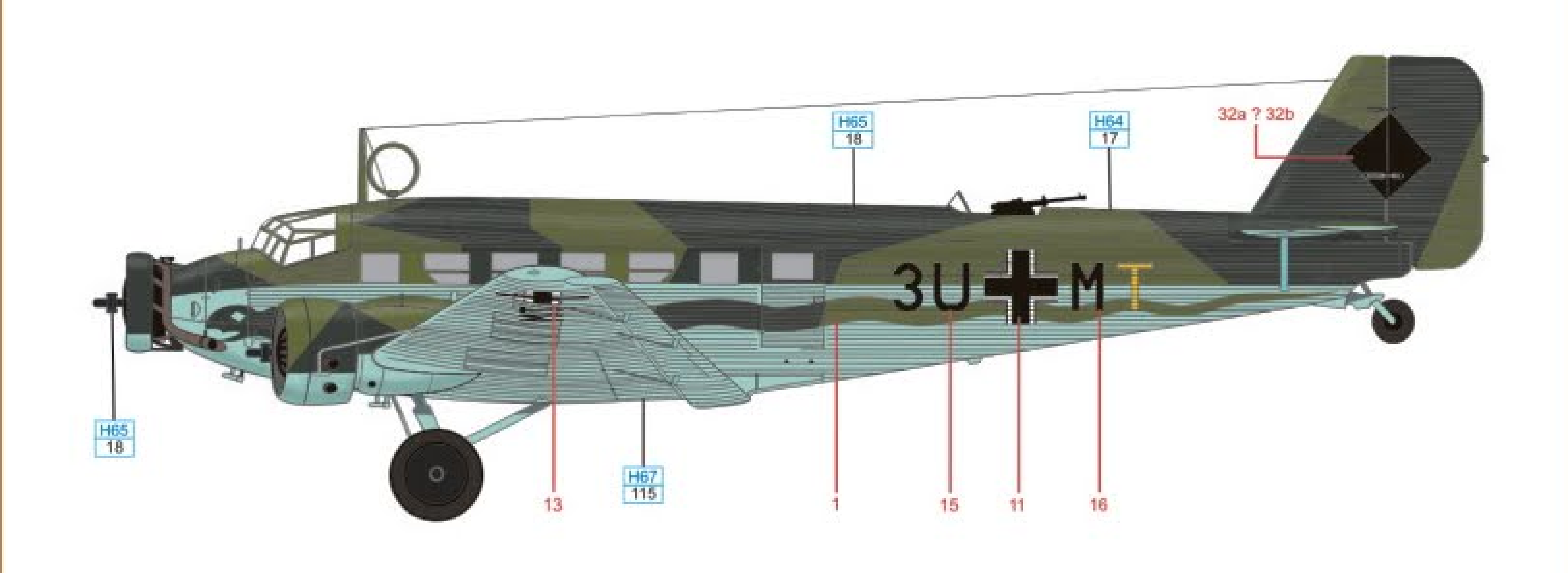
Junkers Ju 52/3m 4V+MV of 11./TG 3, Herzogenaurach, early May 1945

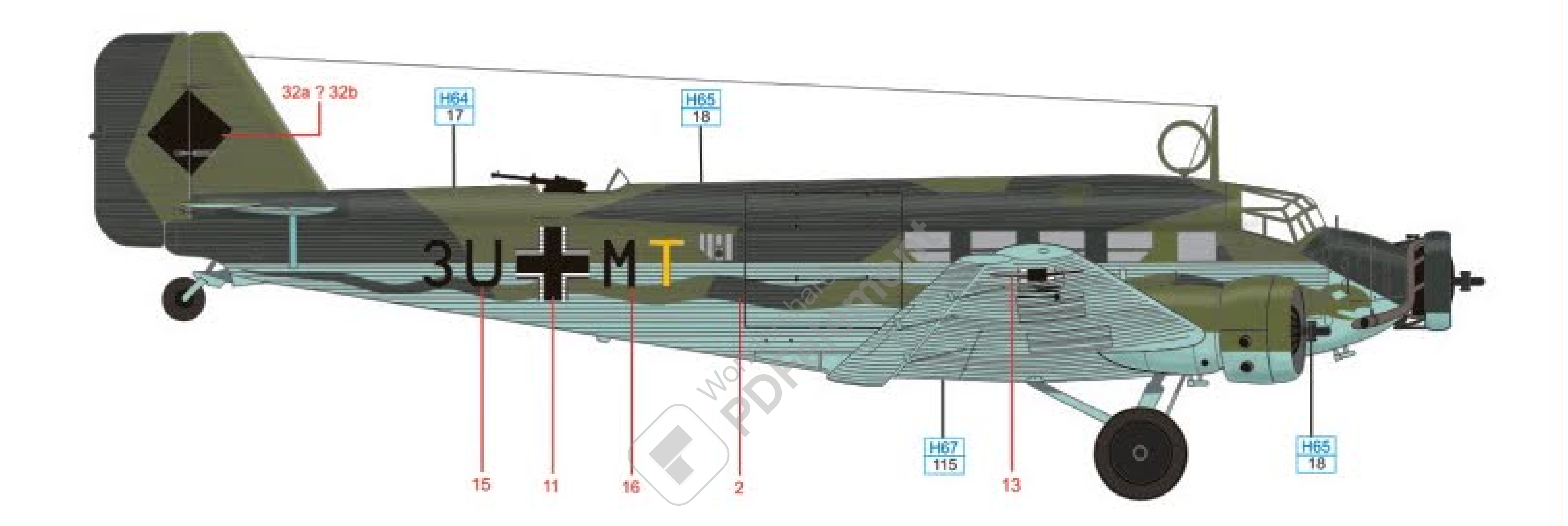
Although originally camouflaged in a standard 70/71/65 scheme, this machine's long service and exposure to sunlight has faded the uppersurface colours so that they appear as a single overall green. The tail area shows small, contrasting areas of more recently-applied paint where earlier unit markings had been overpainted and where the camouflage had been touched up. The operational code on the fuselage had also been changed and the fuselage sides and wings were marked with heavy carbon deposits from the engine exhausts.

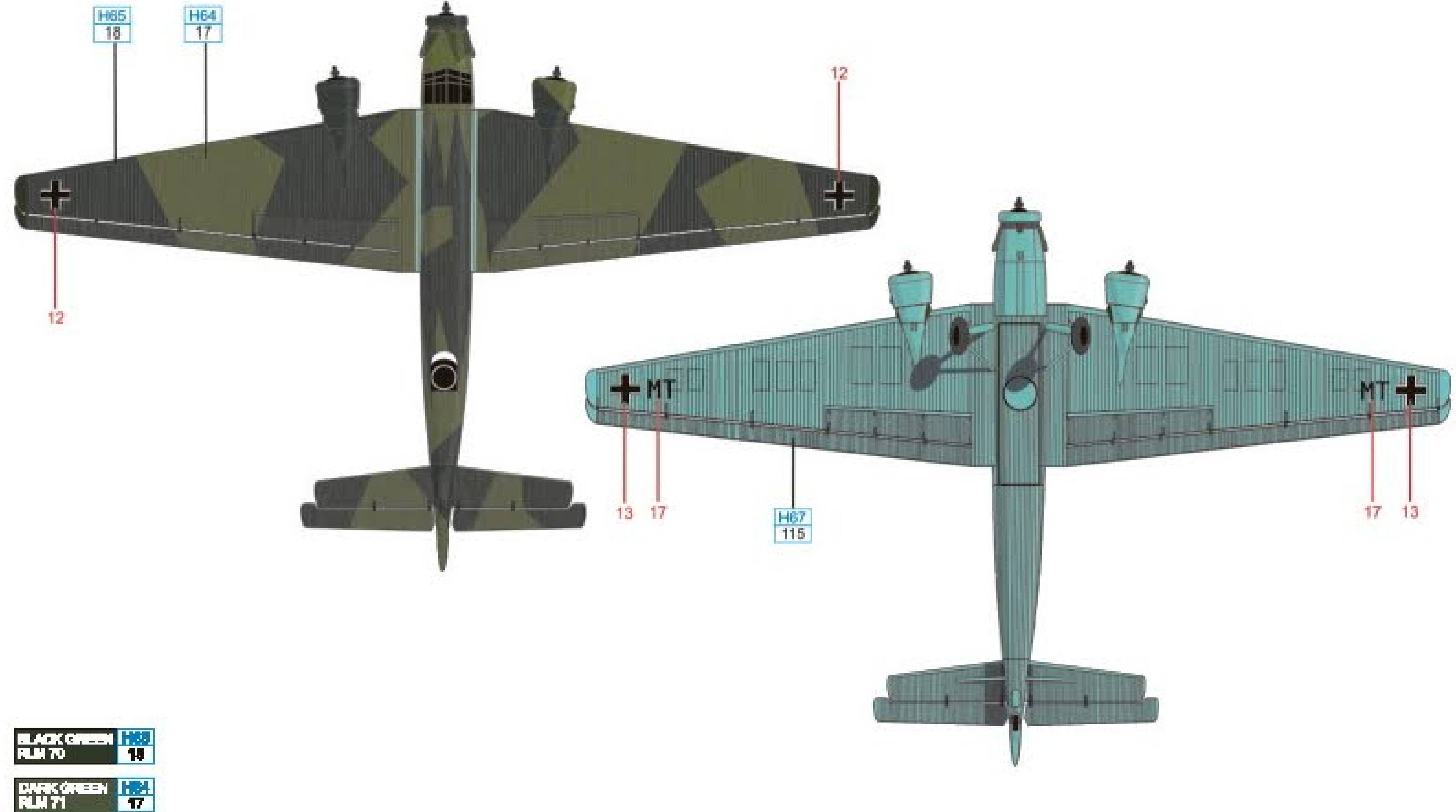


Junkers Ju 52/3m
Transport Staffel VIII. *Fliegerkorps*
Tatsinskaïa, novembre 1942.

D 3U + MT, 9./ZG 26, France, 1940







BLACK GREEN RLM 70	H65 18
DARK GREEN RLM 71	H64 17
LIGHT BLUE RLM 65	H67 115